CYCLE NEWS®

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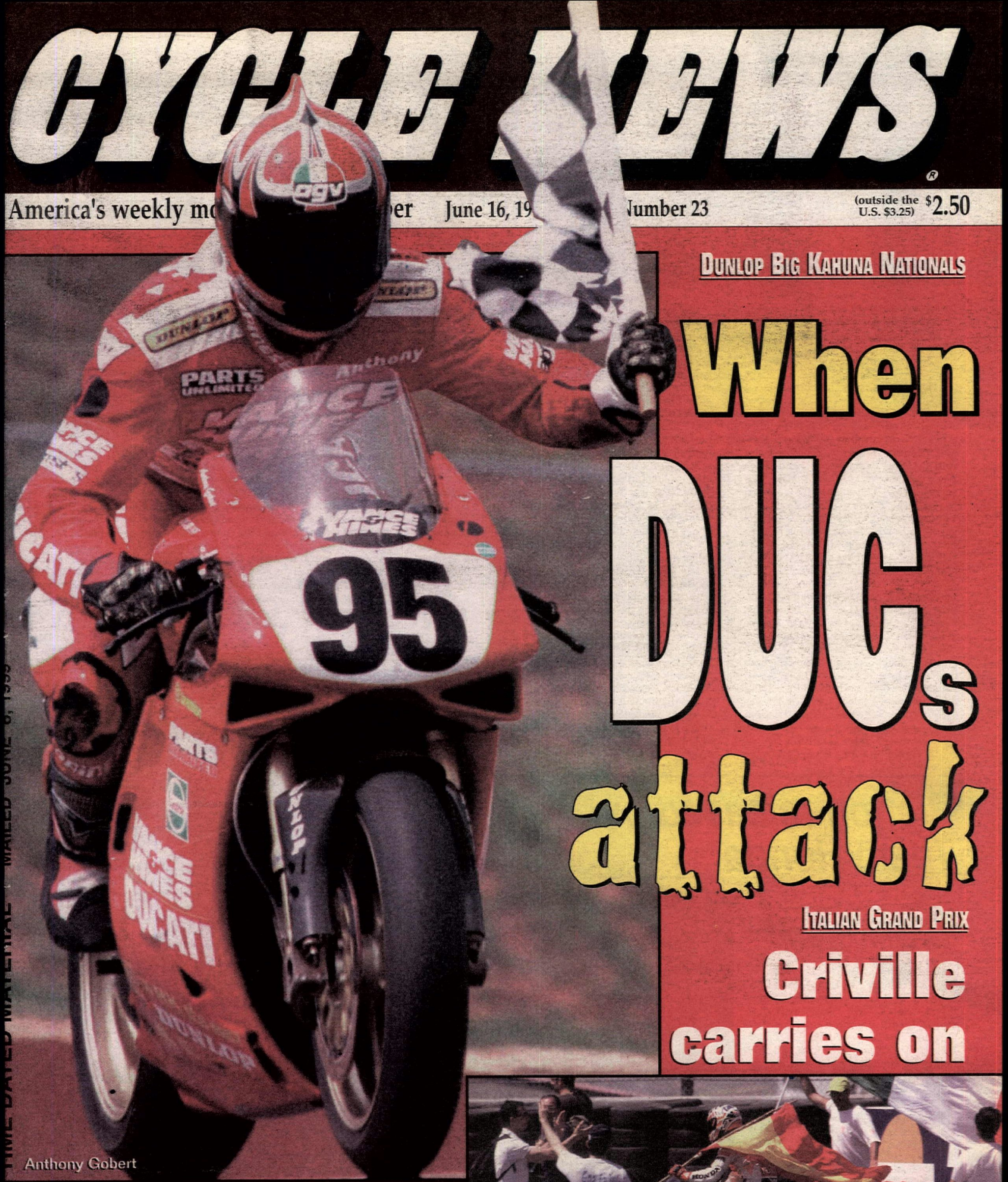

Anthony Gobert

DUNLOP BIG KAHUNA NATIONALS

When DUCs attack

ITALIAN GRAND PRIX

Criville carries on

TIME DATED WEEKLY NEWS

ALSO: WORLD MX REPORTS • FIRST RIDE: HONDA SUPER BLACKBIRD • EXCELSIOR-HENDERSON FACTORY TOUR • AND MUCH, MUCH MORE!

The team of **Jonah Street** and **Torsten Bostrom**, aboard a Honda XR600, won the Tecate SCORE Baja 500, which started and finished in Ensendada, Baja California, Mexico, June 5-6. The duo finished the 449-mile course in eight hours, 49 minutes and nine seconds, with a 50.75-mph speed average. They also claimed the fastest overall time over the course for any vehicle in the race. It was the first SCORE race victory for both Street and Bostrom. Finishing second overall was the Honda XR600 team of **Johnny Campbell** and **Greg Bringle**. They crossed the finish line nine minutes and 10 seconds behind the winning Street-and-Bostrom team. Third overall went to the Yamaha YZ400-mounted team of **Chuck Dampsey** and **Tim Staab**.

Ty Davis (Yam) was the big winner at the Idaho City Two-Day Qualifier in Idaho City, Idaho, June 5-6. **Destry Abbott** (Kaw) was second both days, while **Brian Garrahan** (KTM) and **Russell Pearson** (KTM) traded third and fourth places over the weekend. Fifth place both days was filled by **Mike Lafferty** (KTM). The event also counted toward the AMA Acerbis National Enduro Series Championship - rounds seven and eight. In the Acerbis Enduro Series, Davis increased his lead to 223 points, followed by Lafferty with 150 and Randy Hawkins with 145.

Former AMA National Hillclimb Champion **Tim Frazier** (H-D) nailed down his first 800cc National-class win in five years when he set fast time of the day at the York, Pennsylvania, round of the AMA National Championship Hillclimb Series on June 6. **Glen Petty Jr.** (H-D) finished second, and defending 800cc series champion **James Large** (H-D) was third. In the 540cc class, **Chad Disbennett** led a Triumph sweep of the top three positions. **John Hamilton Jr.** was second, and **Phil Libhart** was third.

Chris Carr (ATK) won the Peoria National Hot Shoe TT at the PMC Race Park in Peoria, Illinois, on June 6. Carr battled it out with **Joe Kopp** (Rtx), who finished second in a close race. **Dan Stanley** (Rtx) was third.

Doug Vancil won the Top Fuel class at the AHDRA Buckeye Nationals at Norwalk Raceway Park in Norwalk, Ohio, on June 6. Vancil also set a national record of 6.62 seconds for the quarter-mile, crossing the finish line at 210 mph en route to defeating **Jake Silcox** for the Top Fuel title.

Mick Doohan had the following to say from his California hotel room after watching Alex Criville win the Italian GP at Mugello, Italy: "It was a bit different watching from 2000 miles away instead of racing. Alex is doing a good job, and hopefully that continues, because that's what I'd like to see for our team and for him." Doohan has remained in California, where he has been treated for the injuries stemming from his crash while practicing for the Spanish GP. "I'm staying at a hotel in San Francisco," Doohan said. "It's near where the doctors are treating me. I can get out and go for a meal, but the doctors don't want me doing too much. I'll be staying here until I'm fit enough to walk out. In late June I'll be going to the Assen and Donington (Park) GPs - hopefully I'll be on crutches by then. After that I'll come back to San Francisco for more rehabilitation. I want to keep seeing the same doctors who say the same things rather than see another doctor who may have a different idea on what I should be doing. These doctors have done a fantastic job. I never expected to be doing this well so soon after the operation." Doohan said he still has high hopes that he will be ready for the Czech Republic GP, but he also said that he will ride only if he is 100 percent physically. "Mentally, I am 100 percent," Doohan said.

Loram takes Swedish Speedway GP

Wild-card entry Mark Loram stormed to a stunning win in a rain-affected Swedish Grand Prix at the Linkoping track and made himself a favorite to win a wild-card entry to the British GP next month.

Loram, who had a dissapointing 1998 Grand Prix year, is clearly getting his career back on track after winning the British Final at Coventry a fortnight ago, followed by his heroics in Linkoping. He was easily the most spectacular rider on show, with some superb moves that brought the enthusiastic Swedish crowd to its feet.

The meeting was in serious danger of being washed out after heat 10, with torrential rain almost flooding the track, and a delay of just over an hour was the result. Grand Prix race director Ole Olsen urged the riders to remain patient and give it their best effort as he instructed track staff to mix in some dry shale to make the racing surface acceptable. The weather forecast proved to be perfect and no rain followed, allowing track conditions to improve and helping to provide some exciting racing.

There was the usual offering of controversy that seems to follow every round of the Grand Prix series, a perfect example of which came in heat 19 when former World Champion Greg Hancock was robbed of the chance to progress for delaying the start.

"I was trying to clear my goggles; the conditions were poor and the referee had no idea what we were going through, although he said he gave me an extra 15 seconds," Hancock said. "He ruined my chances of going further, and I was absolutely furious with the decision - it was out of order and only created a further delay."

Billy Hamill, the 1996 World Champion, was an early casualty when he went out in the early stages and managed only four points, which already ends any realistic hopes of him gaining a top finish in the series - even at this early stage.

John Hipkiss

Pichon released by Team Honda

According to a press release from American Honda Motor Co. Inc., Mickael Pichon (right) has been released from the remainder of his 1999 racing contract.

"Mr. Pichon was notified of his release on Friday, June 4, and he will not be competing in further races on behalf of the Honda Racing Team," the release states. "Mr. Pichon was dismissed for his unprofessional conduct at round 3 of the AMA 250cc National Motocross Series in Mount Morris, Pennsylvania, on May 30. Mr. Pichon allegedly struck a track official during an altercation that was witnessed by several people, including Team Honda members."

"Michael Pichon and Honda had agreed that he would leave the Honda Racing Team at the end of this season for personal reasons," said Honda vice president Ray Blank. "However, this kind of unprofessional conduct is not condoned by American Honda and we want to say that his behavior is not representative of Honda in any way whatsoever. We are very sorry that this situation occurred and we apologize to the AMA, track officials, and the Coombs family (the event promoters) on behalf of Honda."

Last week we reported in our coverage of the Mount Morris 250cc National Motocross that Pichon and his father were involved in a skirmish with the AMA and parking officials on Saturday afternoon, May 29, after they inadvertently parked their rental car in front of the ambulances. Pichon was also fined $3000 by the AMA.

American Honda's **Miguel DuHamel** fractured his left femur when he crashed during the 600cc Supersport Series final at Road Atlanta on June 6. DuHamel is scheduled to be operated on by Dr. Arthur Ting on either Wednesday or Thursday to repair the damaged leg. Although the injury is to the same leg that DuHamel broke badly last June, the injury is higher on the leg and he didn't do any further damage to the existing injury.

Yamaha's **Rich Oliver** suffered a broken left arm and a broken right elbow when he crashed during the Superbike National at Road Atlanta on June 6. Oliver is also scheduled to be worked on by Dr. Arthur Ting at some point this week.

According to the Willow Springs Motorcycle Club, **Chuck Graves** is the leading money winner at Willow Springs International Raceway through five of 12 rounds of club racing in 1999. Graves has earned $6900 thus far. **Curtis Adams** is second on the list, with $3640. Bryan Kovarick is third, having earned $1960. Graves also leads the all-time WSMC money-winners list, with $59,860. WSMC has paid out $39,296 in cash awards for 1999 and $457,640 since December of 1991.

Miller Brewing Company and **Harley-Davidson** have joined forces for a summer promotion that will offer consumers the chance to win Harley-Davidson motorcycles, and introduce a special limited-edition Miller Lite/Harley-Davidson design for the Harley-Davidson factory superbike team and three of Miller's auto-racing teams. Some 35 Harley-Davidsons will be given away through a national sweepstakes (where legal) during Miller's "Instant Summer, Just Add Beer" promotional campaign. In addition, the MBNA Superbike Series Harley-Davidson VR1000s ridden by Pascal Picotte and Scott Russell, the NASCAR Winston Cup Ford driven by Rusty Wallace, the CART FedEx Championship Series Reynard/Ford driven by Max Papis and the NHRA Prudhomme Racing Top Fuel dragster driven by Larry Dixon will sport limited-edition graphics in their respective series races from June 6 through August 1. "This partnership brings together two legendary names in the sport of racing," Harley-Davidson chairman and CEO Jeff Blustein said. "There's a love for racing among all our customers, and this program gives Harley-Davidson and Miller Lite racing fans the opportunity to enjoy both two-wheel and four-wheel racing."

The richest weekend in dirt track racing history is scheduled to take place at the **Springfield Mile** in Springfield, Illinois, on Labor Day weekend, and a limited number of fans can enjoy the event in VIP style. Special VIP packages are now on sale for both the $100,000 Dirt Track Hall of Fame race and the Springfield Mile round of the AMA Grand National Dirt Track Series presented by Drag Specialties as part of a joint promotion between the Illinois Motorcycle Dealers Association and Speedvision racing announcer Dave Despain. The package includes VIP parking both days, a souvenir credential and holder, a commemorative T-shirt and cap, souvenir program, guided pit tour, autograph sessions with Hall of Fame Race riders and inductees, infield hospitality center with bar and closed-circuit TV and catered lunch both days, and admission to the Saturday night Hall of Fame Induction Banquet dinner. "The VIP package was one of the most popular features of last year's inaugural Dirt Track Hall of Fame weekend," event host Despain said. "Our postrace surveys indicated a high degree of cus-

tomer satisfaction and identified the areas we need to improve for '99. The Hall of Fame VIP package will be the best dirt track spectating opportunity of the year." For more information, call 706/769-0474.

Las Vegas Motor Speedway has published a list of dates for motocross practice at the LVMS track. The test-and-tune sessions will be held on June 4 and 18, July 9 and 16, August 20, September 3, and November 5 and 19. Cost is $15 for the rider and bike, and $5 for crew and spectators. For more information, call the Las Vegas Motor Speedway short-track office, 702/632-8422.

The new **AHRMA/H&H KTM National Vintage GP Series** has grown to 10 rounds with the addition of the October 10 Ski Run Scrambles at Donner Ski Ranch in Norden, California. For more information, call 530/587-6065.

Motorcycle daredevil **Bubba Blackwell** is scheduled to attempt a new world-record jump astride his Harley-Davidson XR750. Blackwell plans to clear 14 semi-trucks during the Harley-Davidson/Buell of Boston-sponsored Over The Top II event at Suffolk Downs in East Boston, Massachusetts, on June 13. For more information, call 617/389-8888.

Team Obsolete will be venturing overseas once again to bring a round of its Trans-Atlantic Match Race Series to the Dutch TT at Assen, Holland, June 24-26. There will be two races held over three days on the historic Circuit van Drenthe, with the TAMR series pitting three teams of historical motorcycles and motorcycle racers against one another. In addition to the top USA and UK riders and bikes, a European team will also contest the round, making for a 30-rider field. Six-time World Champion **Jim Redman** will serve as the round's Grand Marshall and will do a series of demonstration laps on an ex-works Honda multi. Fifteen-time World Champion **Giacomo Agostini** will be a special guest, and he is expected to take some parade laps on his MV Agusta 500/3.

The **Yamaha YZF-R1** has been voted as the best motorcycle in the Robb Report's 1999 "Best of the Best" awards. As such, the YZF-R1 joined the ranks of such vehicles as the Ferrari 456M GT, Porsche 911 and Mercedes-Benz S-class sedans in the Automobile category, the Magnum performance sport boat and Pilatus PC-12 airplane in the Recreation category, and Giorgio Armani in the Style category.

Excelsior-Henderson announced that it produced and shipped its 500th Super X motorcycle on May 27, 1999, marking the first time since 1931 that this many new Excelsior-Henderson motorcycles have been available. "Passing the 500th-motorcycle mark demonstrates the increase our production operation is achieving in delivering bikes to our waiting dealers and customers," said Excelsior-Henderson co-founder Dan Hanlon. "It was a wonderful milestone to reach as we approached our second annual shareholders reunion and bikers barbecue on June 5."

A group of disability-prevention organizations and care advocates has formed a coalition to fight legislation that would repeal a law that now requires all motorcyclists to wear helmets in New Jersey. The **Save Motorcyclists and Support Helmets (SMASH) Coalition** has formed to educate government officials and the general public on the safety benefits of wearing a helmet and advocate to keep the law in place. One proposal that would repeal New Jersey's madatory helmet law, Senate Bill 294, has already won Senate approval and now sits before an assembly committee, awaiting further action. It has been reported that the state's Assembly Law and Public Safety Committee will consider the bill for legislation on June 7. "Motorcycle helmets save lives and prevent injuries," said Barbara Geiger-Parker, executive director of the Brain Injury Association of New Jersey Inc., the organization that spearheaded the SMASH coalition. "Helmet use should remain mandatory in New Jersey. This is the most densely populated state in the nation, and the roads are heavily traveled. Motor cyclists in this state have a greater risk of being involved in a crash, and helmets will help protect them from serious injury and death."

An array of historic and restored dirt track racing motorcycles will serve as the nucleus for the **New Indy Mile Bike Show**, part of the scheduled activities to be held in conjunction with the New Indy Mile at the Indiana State Fairgrounds in Indianapolis on July 3. Many of the show machines that will be on display will make up the AMA Motorcycle Hall of Fame Museum's upcoming "75 Years of Excitment" exhibit, which is scheduled to open at the AMA's Pickerington, Ohio, headquarters on July 9. Awards at the Indy show will be presented for Best of Show, People's Choice and Bubba's Choice - this last being awarded by New Indy Mile honoree Bubba Shobert, the three-time AMA Grand National Champion and former Indy Mile winner. Motorcycle owners interested in displaying their machines at the show should contact the AMA Events and Entertainment Department, and ask for Hugh Fleming. The phone number is 614/856-1900.

U.S. Tsubaki Inc., has developed an unsual greeting that can be sent free to friends and business acquaintances by accessing Tsubaki's web site on the World Wide Web. The postcard format features engineer-oriented images of U.S. Tsubaki products. Senders simply select "Postcards" from the Tsubaki homepage menu, click on one of the six photos, write a brief message and fill in the recipient's name and e-mail address. There are six different postcard photos available. For more information, the site can be reached at the following address: http://www.ustsubaki.com.

Promoter Gene Romero has announced a slight rules change for his **West Coast Flat Track Series**. Effective at round two of the series, which is scheduled to take place at Perris Auto Speedway in Perris, California, on July 13, Yamaha TT500-based two-valve singles will be eligible for competition in the Open Vintage class. The 35-year-old age restriction still applies for that class, however. For more information, call 714/529-6054.

Donner Ski Ranch has scheduled some of the races that will take place at its second annual **Old Highway 40 Motorcycle Days** at Donner Ski Ranch in Donner, California, August 14-15. The event will serve as round two of the STTARS Super TT Triple Crown Series, which combines dirt and pavement sections to produce a race course similar to that made popular by the ABC Superbikers Series of the early '80s. There will also be a 3-mile-long championship pavement hillclimb, with 37 turns and an elevation gain of 1088 feet. An 800-foot-long dirt hillclimb will take place on the face of one of the Donner Ski Ranch slopes. The Geoff Aaron Invitational Supertrials will pit 10 of the top trials riders in the world against one another on five spectator-friendly trials sections. The rider with the lowest score over both days will be declared the winner. A Thunder Press Battle Trax event will also be available for anyone with a motorcycle who wants to try their skills on a timed obstacle course. Last year's Old Highway 40 Motorcycle Days event drew over 7200 spectators. Ticket prices are $15 for one day and $25 for both days. For more information, call 530/426-3635.

AHRMA is issuing an open invitation to all VDTRA dirt track racing members for the Peoria, Illinois, rounds of the AHRMA/Classic Bike Magazine dirt track nationals. The short track will take place at Peoria Speedway on September 24, with the TT being run at the famed Peoria Motorcycle Clubgrounds - now known as PMC Race Park - on September 26. VDTRA members will not be required to purchase an AHRMA membership, but AMA membership is required, and non-AHRMA members will not earn any AHRMA national points. For more information, call 715/842-9699.

The **Mid-Atlantic Road Racing Club** (MARRC) has announced that there will be an open practice day on Friday, June 18, at Summit Point Raceway in West Virginia, right before the scheduled WERA weekend. Cost is $80 per rider. For more information, contact MARRC president Roger Lyle at 301/933-2599 or look up the MARRC web site at: http://marrc.nova.org.

NHRA Pro Stock Bike rider **Greg Underdahl** has signed on a new sponsor after having reached an agreement with George Tamasi's "TAS Racing" NHRA superteam. Underdahl's previous major sponsor of five years, NCN Communications, will be stepping down to associate-sponsor status to allow the team to advance to the next level.TAS Racing currently includes NHRA sportsman drivers George Tamasi Jr. and Scotty Richardson, who compete in NHRA Super Comp and Super Stock. "Tamasi has been looking to branch out into the professional ranks, and after a few serious discussions, we reached an agreement which was mutually right for both of us," Underdahl said. For more information, visit Underdahl's web site at: www.racepages.com/underdahl.

PACE Motor Sports announced that it has signed an agreement with the World Championship Wrestling (WCW) division of Turner Broadcasting Station (TBS). Efforts for the upcoming alliance will include the development of WCW-themed monster trucks along with the launch of a new PACE Motor Sports monster-truck licensing program. Could a similar program for supercross be in the works?

MOVED: Zing Racing Products. The new address is: 1250 Keystone Way, Vista, CA 92083. The new phone numbers are: 760/599-6090, (fax) 760/599-6094.

SIGNED: Yuasa and Tucker Rocky Distributing, as the title sponsors of the Formula USA road racing series. The series is now known as the Yuasa Formula USA presented by Tucker Rocky Dealers.

OPENED: MPE Racings homepage on the World Wide Web. The site can be reached at the following address: http://people.ne.mediaone.net/randnmoreau.

OPENED: The 1999 ISDE web site on the World Wide Web. The site can be reached at the following address: http://www.gismedia.pt/isde99/.

OPENED: DPC Racing's web site on the World Wide Web. The site can be reached at the following address: http://www.flattracknews.com/dpc/intro.html.

AUTOGRAPH SIGNING: At New England Cycle Center, Hartfort, Connecticut, June 11. Team Yamaha's Jimmy Button, John Dowd and Yamaha of Troy team riders are scheduled to appear. For more information, call 860-527-0822.

CHANGED: The stock ticker symbol for Norton Motorcycles Inc. on the NASDAQ stock exchange. The new ticker symbol for Norton is now NRTN. CN

Triumph, tragedy at Isle of Man TT

Yamaha-mounted David Jefferies won the Formula One TT battle on the Isle of Man after a thrilling four-lap battle with Honda's TT hero Joe Dunlop to get the annual races, which were held June 5-7, under way. Jefferies, 26, from Baildon, West Yorkshire, England, took the lead from Dunlop during the pit stops at the end of lap two and went on to win by 15 seconds over Dunlop, with Iain Duffus taking third. The race was restarted twice and reduced to a four-lap dash after Paul Orritt crashed his 900cc Honda at the bottom of Bray Hill, less than a mile from the starting line. Orritt escaped serious injury.

But the event was nonetheless marred by another death this year, as Honda's Simon Beck was killed when he crashed his Honda RVF750 during a practice session. The popular British rider lost control of his machine at the 33rd milestone on the mountain section of the course. Beck, 30, had finished twice on the rostrum at the annual TT races and won the 1990 Senior Manx Grand Prix around the TT course. He had competed on the Isle of Man since 1986.

Vimto Honda team rider John McGuiness took a sensational start-to-finish win in Monday's four-lap Lightweight TT race, powering around the 37.13-mile course at an average speed of 118.29 mph on his second lap. McGuinness was never challenged by runner-up Jason Griffiths, who finished more than 34 seconds adrift. Gavin Lee was third.

New Zealand's Paul Williams rocketed to his second successive Isle of Man TT victory in the four-lap 400cc event, fighting his way up from second place in the early stages of the race to take the victory aboard his Honda. Runner-up Nigel Piercy was disappointed with second place, after he lost valuable time in the pits at the end of the second lap. There was a rare dead heat for third place, as former TT winner Nick Jefferies and Geoff McMullan tied for the final podium position.

Dave Molyneux and Craig Hallam teamed up to win the opening sidecar race on Saturday, but the team of Rob Fisher and Rick Long won the Monday race, after Molyneux and Hallam were forced to retire while leading comfortably.

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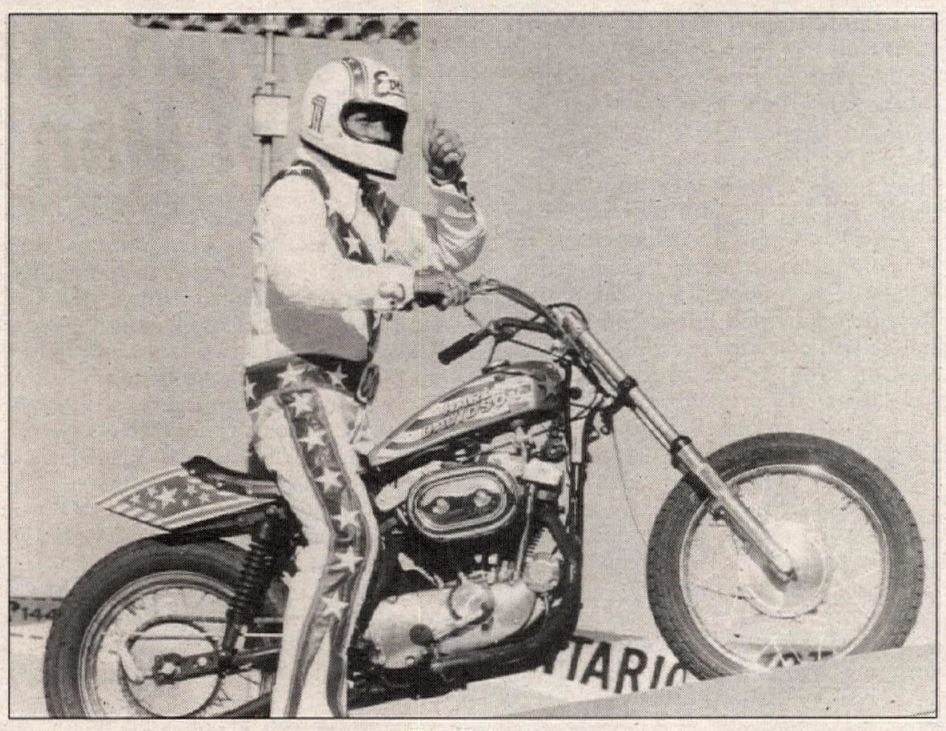
Voices

LETTERS TO THE EDITOR



Evel Knievel

Hallowed ground

I would much rather read *Cycle News* than write to it, but "Pro motocrosser" Dustin Evans has caused me to take an opinion.

Regularly, *CN* prints letters from its readers that bash one form of motorcycling or another. I, however, have always dug every aspect (of motorcycling).

At most any traffic light, I'm Terry Vance staged up at a Christmas tree. When I bend into a long, sweeping highway curve, I know Kel Carruthers and Mike Hailwood are with me at the Isle of Man. On Sunday afternoon, I can be Ricky Carmichael doing some secret testing. Sometimes, the FIM calls for me and my gal to fly to Europe and defend some prestigious sidehack title. At least once a week, Dave Despain is amazed at my balance as I trials the parking bumpers in the grocery store parking lot. But before I was ever any of that, I was Evel Knievel on a Schwinn Stringray. To bash Knievel (Robbie or his dad) is just uncool. That's hallowed ground.

Racer Evans, in his letter, thought that the way Captain Knievel talked to the EMTs was inappropriate. The Knievels didn't build a reputation on manners. You don't get the nickname "Evel" for saying "please." Racer Evans talks a lot of crap. I don't think Seth Enslow needs some California backmarker to set up his jumps.

The whole Knievel spiel is cool. It's part of motorcycling. And you, Dustin Evans, will know that when you become more than a "Pro motocrosser" and become a motorcyclist.

Barry Gregg
Islam Orada, FL

Double visions

As a 38-year-old amateur with just three years of recent riding/racing experience (after a 15-year layoff with no motorcycles of any kind), I take offense to Kit Palmer's whining (June 2, issue #23) about the jumps that are common on today's tracks.

While every track seems to have one or two monster jumps (60-plus feet or immediately after a slow corner), all of the other jumps are negotiable by all but the beginners. I have all of the same responsibilities as Kit, and I think that jumping is an integral and enjoyable part of MX today. I worked very hard to build the confidence and technique to jump. And I don't mind doubling a 70-foot triple, since no one in my class will go for it, either. Maybe we should just get rid of those pesky starts, with all of the dangerous bar banging. While we are at it, whoops and fast sweepers are kind of tough, too. I for one would hate to be forced to choose between racing against vets on an easy track or 18-year-old kids on the real track (the real track would win, though). I know a few other vets that won't or can't jump, but most of us like to, and like racing the same track the pros compete on. Let's leave things the way they are.

Todd Miller
mxtodd@hotmail.com

Mr. Palmer made it a point in his column to clarify that he wasn't criticizing double jumps in general. Nowhere did he say we should get rid of doubles and have them replaced by, as you put it, "easy" tracks. That wasn't his point. But Kit feels there are enough riders out there (not necessarily just vets) who simply don't like being forced to negotiate doubles and triples, that optional, honest-to-goodness, rougher-the-better, motocross *tracks (not stadium-style tracks) on some of these facilities could perhaps attract and re-attract even more riders. And more is good... Editor.*

Double Visions 2

I am writing to comment on Kit Palmer's "Day Six" column. I would like to compliment Mr. Palmer on the timely nature of his column, as I am an over-40 rider who has recently begun wondering how much longer I will be willing to ride on today's motocross tracks.

I am in agreement with many of Mr. Palmer's points, but I disagree with others. I agree that double jumps have their place. My personal limits permit me to jump some doubles as well as steadfastly restrain me from attempting others; I would truly miss the doubles I'm willing to jump if they were removed. I don't believe, however, that choosing not to jump an obstacle renders me noncompetitive. True, I probably won't win a race in which the competition is packed with "big air" talent, but I won't necessarily lose, either, simply because I compete with riders who have riding skills similar to my own. And some riders who jump don't ride the rest of the track well, i.e., they can jump but they can't turn, so they can be beaten by riders who possess better ground-oriented riding skills.

My growing dissatisfaction with today's tracks stems not from the proliferation of double jumps but rather from the way many of the double jumps are constructed. My feeling is that many double jumps are built assuming everyone will jump them; enough thought isn't always given to those riders who

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ON THE FRONT COVER

Anthony Gobert reigned supreme at Road Atlanta, claiming AMA/MBNA Superbike victories on Saturday and Sunday. Photo by Henny Ray Abrams. Alex Criville notched his third 500cc Grand Prix win at round five in Mugello, Italy. Photo by Gold & Goose.

won't jump them. Mr. Palmer's suggestion that motocross facilities could benefit from maintaining a second, Vet-oriented track has a good deal of merit, since such a track would be built with a specific type of rider in mind. But I also think motocross facilities could benefit from trying to make sure that riders have a viable alternative to jumping. If the only alternative to jumping is getting hurt, I'll stay home.

Scot McDonall
Chatsworth, CA

Mother's Day vote

In response to Mr. Tab Mauldlin's letter (May 26, Issue #20) regarding Glen Helen's scheduling of the National motocross, I would like to put my vote in also - but for a different reason.

I live in Santa Cruz (California) and we Northern Californians only have one race where the pros race - Hangtown, which was a great weekend of racing. If Glen Helen was scheduled at the end of the season, we could make the trek down and enjoy both races. You see, you Southern Californians are very spoiled, with four supercrosses and one National within a four-hour drive.

I am the mother of a 10-year-old, and on Mother's Day, the family goes dirt-bike riding, because I believe that spending the time with my son riding on Mother's Day is what it's all about.

In closing, this should be a red flag for all you single men out there: Be sure you pick someone who would be glad to go to the races anytime and not someone who you have to "work on" for a month to go see a National.

Meghan Hebard
Felton, CA

Missed by all

On May 29 of 1999, I lost a very good friend. Jack Miller passed away as a result of a crash on his dirt bike at Glen Helen Raceway in California.

Although a very quiet and to-himself person, he had the passion for motocross racing that many of us share. I worked with Jack for better than a year but not until the last nine months did I come to find out that we shared the same love for motocross. I would like to thank all of you at the track that day for your efforts in helping a fellow racer and friend. He will be missed by all of us.

Alex Zapata
Upland, CA

Leroy Winters

Most of you have by now heard or read about the passing of Leroy Winters in late February of this year. I would like to share some of my opinions about Leroy.

Leroy was truly one of the most dedicated off-road riders that I have ever known. It was no "big deal" for Leroy to drive from his home in Fort Smith, Arkansas, to any location in the U.S. to ride in enduro or trials. He was a man who was capable of getting the most out of whatever equipment was available to ride. For instance, several years ago, he won the grueling two-day Jack Pine Enduro on a 165cc Harley, which was almost unimaginable at the time, but he did it.

Leroy was very innovative and was always coming up with tricks to make his motorcycle a notch above the rest. I competed with him during the mid- to late 1960s and, believe me, he rode one of the most trick Honda 90s in the country.

I had the pleasure of riding with Leroy on the Penton team at the Berkshire Two-Day Trials in 1968 and 1969 and our team won the Manufacturers Team Award both years. Leroy had a lot of input into the development of the Penton motorcycles and was a Six-Day rider a few times with the Penton teams, having been a very good friend of John Penton.

Leroy was a man who loved life and was a very serious competitor but could still "cut up" and have a lot of fun. Leroy has co-hosted the annual Six-Day Reunion for the last few years near Fort Smith, and according to his son Bart, his family is planning to hold the reunion again this fall.

Leroy was a member of the Penton Owners Group. I personally feel that every member of this group as well as any off-roader that knew him will miss his smile and will be glad that they had the opportunity to know him and to compete with him. I know I will.

Al Born
Elyria, OH

Team Chaparral to the rescue

I would like to take this opportunity to thank a motocross team that came to my aid at the recent Mount Morris National Motocross.

I was working at the race, and one of my tasks was to set up an autograph session with one of the teams. I asked a team manager, who said he would be

Tim Ferry

glad to provide the riders to support the autograph session. However, when the time came for the autograph session, the team backed out. There were some unique circumstances, so I hold no bad feelings towards the team or its manager; however, suddenly I was in a real bind. It was announced over the P.A. that a team would be signing autographs, but I had no team riders to do it!

I made a quick run over to the Mazda Chaparral team and spoke with Mazda's Kevin Brown and Chaparral's Larry Brooks. Both understood the dilemma I was in and quickly agreed to talk to riders Steve Lamson and Tim Ferry. A few minutes later, they were on their way to the autograph session. So I wanted to take a minute to let them (Kevin Brown, Larry Brooks, Steve Lamson and Tim Ferry) know how much I appreciated their support. They really helped me out.

A special thanks goes out to Steve Lamson and Tim Ferry - they not only signed autographs but also were enthusiastic about it. They spent a lot of time with the fans when they could have spent the time relaxing before the races.

Thanks again, guys.

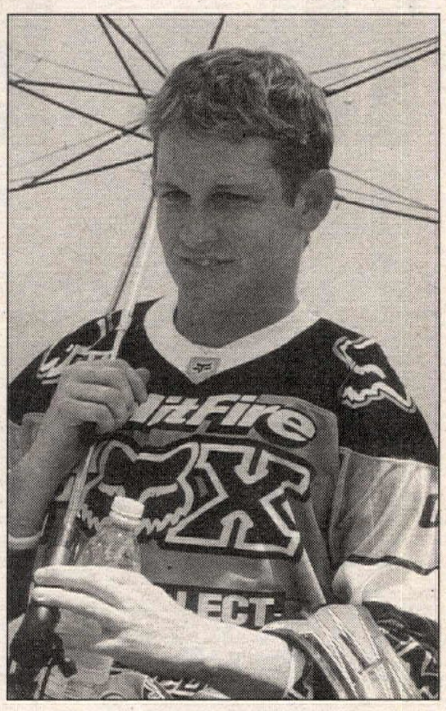
Jim Kimball
Delaware, OH

Be like Ricky

I'm a 16-year-old woman motocross rider, and I'm writing about professional riders and the way they treat their fans.

From my experiences, many riders seem to think that signing autographs for their fans is a chore. I'd just like to tell all of the pros out there that without avid fans and racers like us, you wouldn't have any sport at all. So the next time you are slaving away, hurting your precious hands, just think about the thousands of kids that wish to be just like you.

However, there are a few riders that appreciate their fans. Rick Carmichael is



Rick Carmichael

one of them. He gave many other people and me at the Pontiac Supercross the respect we deserve. He was professional, kind and cheerful even though his 250cc debut wasn't going as planned. More pros should act the way Ricky does.

Dee Dee Haehn
Willington, OH

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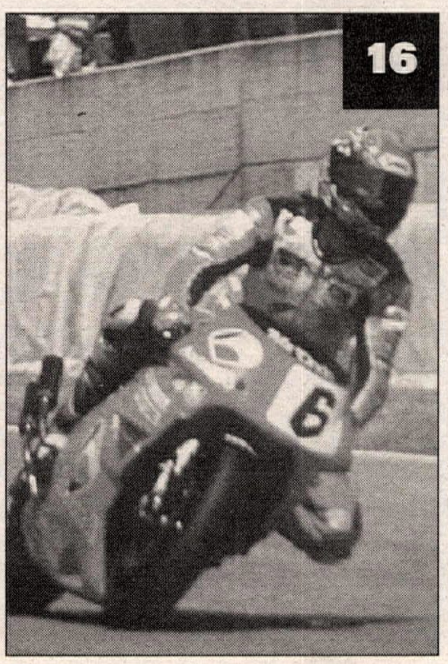

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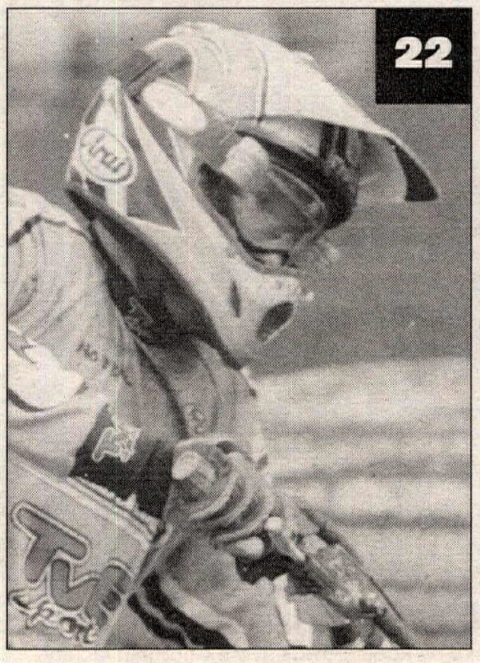

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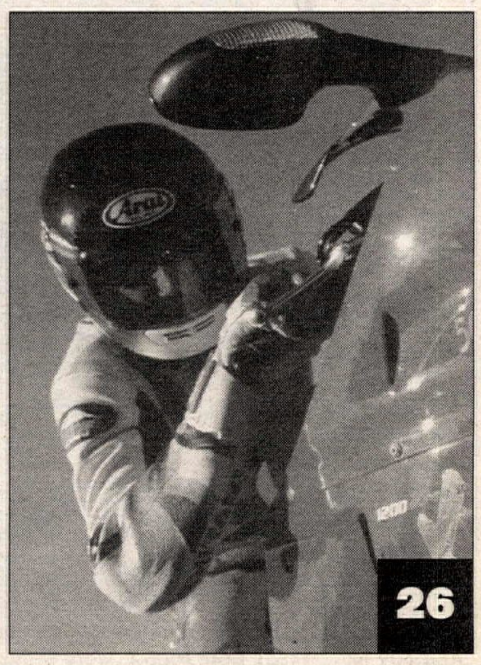

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Gobert's the Big Kahuna

Mat Mladin (66) led the first portion of Saturday's first Superbike National at Road Atlanta before giving way to eventual race winner Anthony Gobert (95). Both rounds were witnessed by huge crowds at the Georgian facility.

By Paul Carruthers
Photos by Henny Ray Abrams

BRASELTON, GA, JUNE 5-6

With Miguel DuHamel and Anthony Gobert splitting wins and second-place finishes in last year's doubleheader weekend at Road Atlanta, there was some doubt in people's minds as to who actually was the "Big Kahuna" on the weekend. This year there was never any doubt. Anthony Gobert is inarguably the 1999 "Big Kahuna."

Gobert and his Vance & Hines Ducati were impeccable over two days of racing during the Dunlop Big Kahuna Nationals at the picturesque Road Atlanta. The Australian came from behind to win on Saturday and he was never headed in winning on Sunday.

Self-proclaimed "fat" and "a bit out of shape," Gobert showed up well-rested from a recent trip to Hawaii and carrying a few more pounds. But once he managed to get his leathers zipped up, there was simply no stopping him.

In Saturday's final, Gobert trailed championship leader Mat Mladin early, took over the lead, then slipped all the way back to third, some two seconds behind his race-leading teammate Ben Bostrom. Then, with just seven laps to go, Gobert decided to give it one last go. He reeled in and passed Yamaha's Jamie Hacking for second place on the 22nd lap, then set his sights on Bostrom, quickly erasing a one-second advantage. Beginning the final lap, Gobert sneaked through on the inside on the entrance to turn one and he was never headed again as Bostrom's plans for attack in the turns 10-11 chicane didn't materialize because a lapped rider thwarted his efforts.

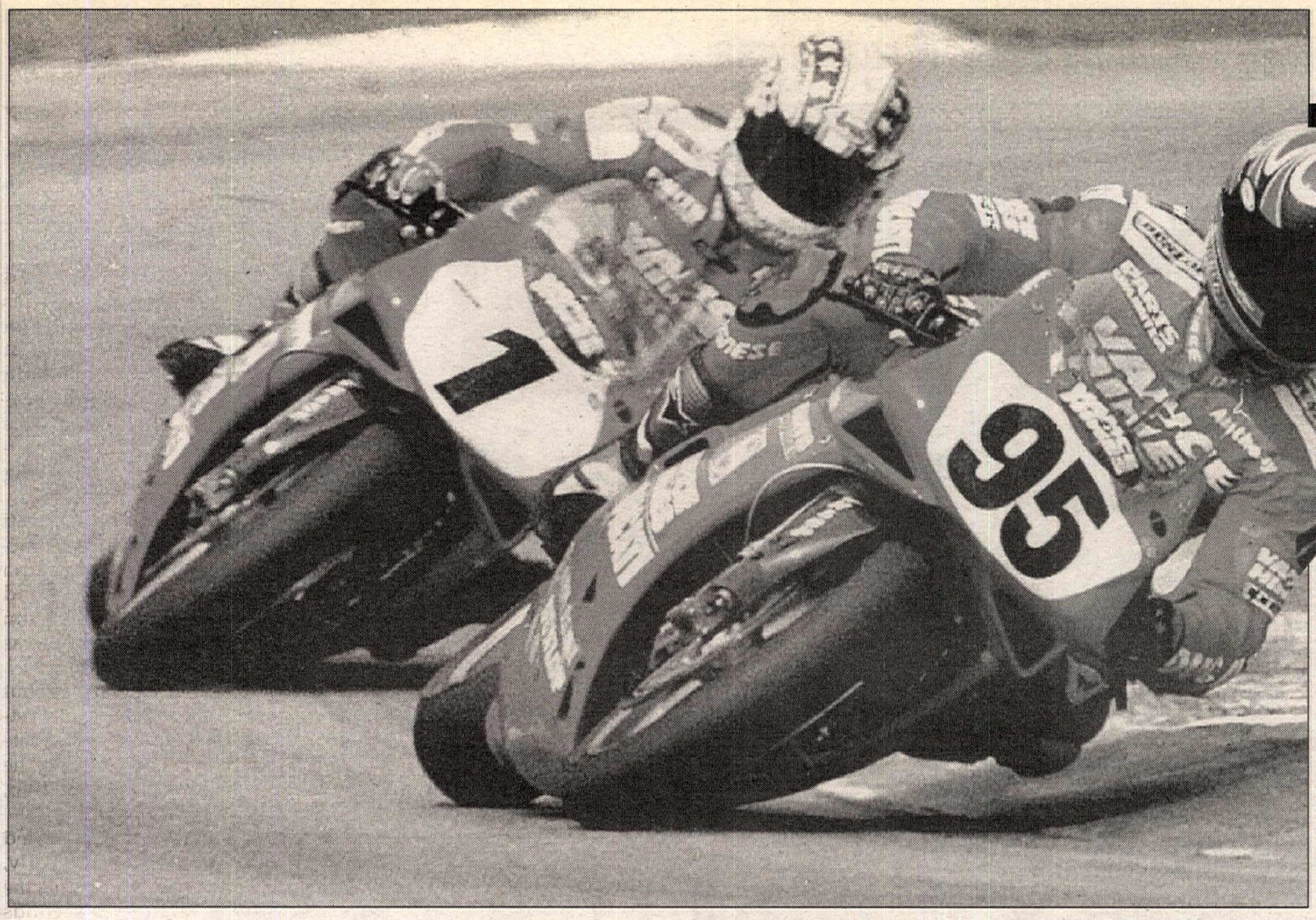
On Sunday, Gobert tried a different approach. He led each and every lap of the restarted National, eventually pulling away to a 3.614-second victory over Bostrom, who in turn had plenty of breathing room over third-place man Mladin.

Although neither race provided the drama that last year's Big Kahuna Nationals did, Saturday's event was by far the superior of the two. Sunday's event, however, was the one that will likely be remembered - and not necessarily in a favorable way.

The race was marred by two on-track incidents. The first came early in the race when Gabriel Henning and Joseph Fletcher crashed in turn 10 at the end of the first lap. By the time the leaders approached on the second lap, an ambulance was headed down the back straight and was right on the racing line on the entrance to turn 10.

What followed was an ugly scene, with Yoshimura Suzuki's Mat Mladin very nearly running into the back of the ambulance as he had no choice but to shoot through a gap between the ambulance and the retaining wall on the outside of turn 10 - either that or risk taking out five or so of his comrades. Despite panic on everyone's part, the rest of the field made it through the corner unscathed, with Mladin stalled in the gravel on the outside of the corner. Still amazed that the race wasn't red-flagged, Mladin was aided by spectators who jumped the fence to help get him out of his predicament. The Australian then restarted the race in last place, his championship lead all but evaporating before his eyes as his main two rivals, Gobert and Bostrom, held the top two spots.

With Mladin trying to at least get some quality points and moving up through the field, he was justifiably aided by a red flag - though it had noth-



workers. In this instance, they all work for us. We want to be clear that we are taking the blame on this one and we apologize to the guys."

When the dust had settled, there was no doubt that Gobert had done the most to bolster his championship aspirations - his two victories moving him forward in the title chase to third place, 20 points behind Mladin. Bostrom had also helped his cause, moving to within 16 points of Mladin, who had only managed a sixth place on Saturday.

The rest of the field had an up-and-down weekend, with race two mostly a disaster for the top factory men.

Yamaha's Jamie Hacking had impressed on Saturday, finishing third on the brand-spanking-new R7, but his Sunday was dismal, as the bike suffered an engine failure on the eighth lap. His teammate Oliver had also given the bike a sparkling debut on Saturday with a fourth-place finish, but his weekend was ruined with his crash on Sunday.

American Honda's Miguel DuHamel put his RC45 into fifth on Saturday, but his season ended just a day later when he crashed his CBR600 in the 600cc

(Above) Anthony Gobert (95) and Ben Bostrom (1) battled in race one, with Gobert barely beating his teammate. (Right) Steve Rapp (82) leads eventual third-place man Jamie Hacking (92) on the new Yamaha R7. Miguel DuHamel (17) follows, with Rich Oliver (97) and Jason Pridmore (43) in tow.

ing to do with the original incident involving Henning and Fletcher. Unfortunately, it took another incident for the red flag to finally fly.

This time, on the 13th lap, Yamaha's Rich Oliver crashed in the esses, slamming into a wall. As the Californian lay motionless on the outside of the race track, the red flag was finally thrown and the race was stopped. Oliver regained consciousness before being transported to hospital with a broken left arm and a possible fracture of the right elbow.

Rightfully so, Mladin was livid when he came into the pits, though he managed to calm himself enough to finish third when the race was finally restarted. Afterward, he was cautious with what he had to say, considering his trials and tribulations with the AMA in recent weeks, but he had faced what he thought was the worst moment of his racing career - certain disaster and near death.

"If I didn't go to the grass, all five guys in front of me would have been on the ground, including me," Mladin said. "I had nowhere to go - that's why I pitched it off to the right. To save these guys, I went off the race track - fully expecting them to stop the thing. The ambulance was in our race line - right on it. It's unbelievable. Honest to God, it was the first time in racing that I actually thought it was time to leave this earth. I thought I was dead. I thought I was going straight into 'em. I just missed him up the right-hand side."

To his credit, race promoter Dan Murphy took full responsibility for the incident - whether that responsibility was rightfully his or not. He vehemently apologized to all involved, and made a statement in the press room immediately following the event - after publicly apologizing on the podium.

"I apologize to three people over this ambulance incident," Murphy said. "First to Mat Mladin, because putting his life in danger there was clearly wrong; Team Suzuki, for all their hard work; and also every other rider on the race track, because we put them in a dangerous situation. This is an explanation. What happens procedurally if a rider goes down, the corner worker then radios race control and makes a decision if they should throw a yellow flag or a red flag and whether they should call an ambulance or not. The corner worker makes the call to say we need an ambulance, and also makes the call on the flag. The place where that ambulance was should never be a yellow. They are coming over the top of a crest with these guys going one of their top speeds and that ambulance being on the track - it should have been red-flagged. An ambulance should never roll from that particular position. Number two is that the ambulance should have had the common sense to let the entire pack go by before coming on the track. He obviously jumps out, basically right in the middle of the race. Clearly, mistake number three was keeping the ambulance there. The corner worker clearly should have red-flagged that.

"In the case of what we should have done differently, clearly we have to look at our corner-worker situation, look at the corner-worker training, and say we have to err more on the side of caution. We've got to get these corner workers to rethink, and those situations should almost automatically be red-flagged. We tried to take too much risk to keep the race running, is my general opinion. We take blame for that. At the end of the day, corner workers are hired by promoters and the ambulance drivers are hired by the promoters. So in the category of who should take the blame for this, it should not be the AMA - unless they are in the situation of training the corner

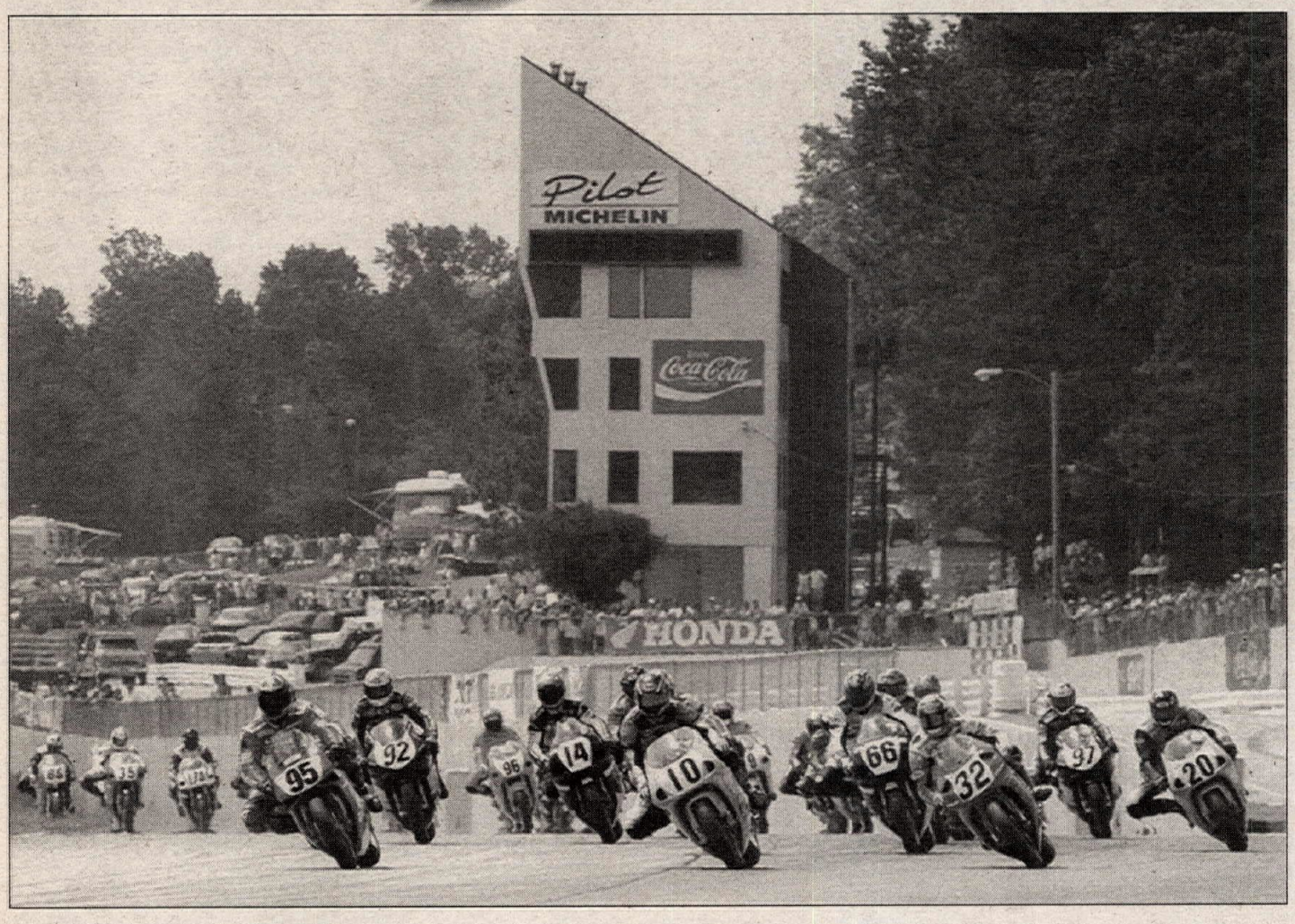
Supersport final and suffered a broken left leg (the same leg he broke in his season-ending crash at Loudon last year). DuHamel was flown to Dr. Arthur Ting's office in San Francisco, California, on Sunday night and is expected to undergo surgery in the next 48 hours. Fortunately, although the leg is the same one that was injured last year, the break is higher on the bone and isn't as severe as last year's compound fracture.

Mladin was a dismal - for him - sixth on Saturday, but he fought back to third on Sunday, doing far less damage to his championship hopes than how things appeared prior to Sunday's red flag.

Yoshimura Suzuki's Jason Pridmore ended up seventh on the first day, but his second day was ruined when his bike failed him late in the race. Eighth in race one went to American Honda's Eric Bostrom, with the Californian improving to sixth on the second day as he con-

Rounds 6 & 7: Road Atlanta

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP



tinues to regain the confidence that made him a preseason favorite to challenge for the superbike crown.

Fast By Ferracci Ducati's Matt Wait showed serious promise at Road Atlanta. Although he finished ninth on Saturday, his Sunday performance was stellar. Wait ran with Gobert and Bostrom early in the race until he encountered problems with the clutch that forced him out of the race.

Yoshimura Suzuki's Steve Rapp finished 10th on Saturday but failed to finish Sunday's National. Fast By Ferracci's Larry Pegram finished seventh and 11th in the two races, suffering from a Saturday morning crash that left him beaten up.

Yoshimura Suzuki's Steve Crevier was one rider who showed vast improvement over the two days, upping his effort from a 12th on Saturday to fifth on Sunday. Ditto for Muzzy Kawasaki's Aaron Yates, who went from 13th and struggling on Saturday to fourth and happy on Sunday.

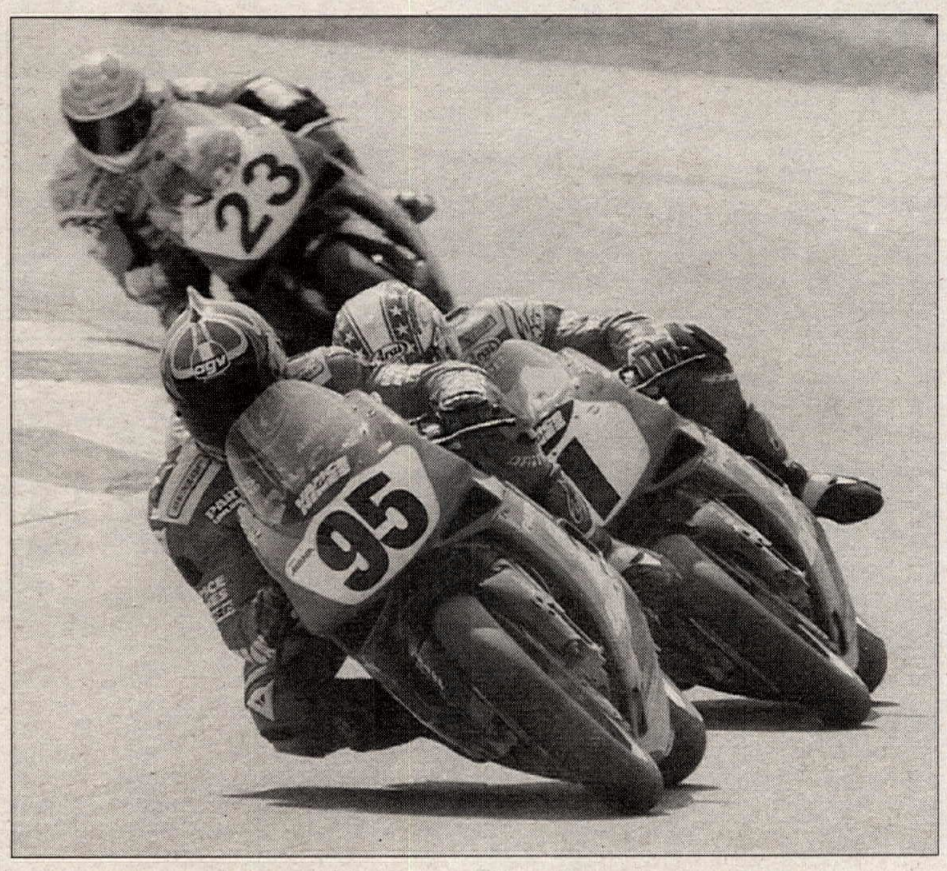
His teammate Doug Chandler wasn't as fortunate, as an engine failure prevented him from finishing on Saturday. On Sunday, Chandler ended up eighth - his poor showing over the weekend all but ending any hopes the three-time AMA Superbike Champion had of earning a fourth crown this year.

The factory Harley-Davidson team also struggled. French Canadian Pascal Picotte had clutch problems on Saturday that prevented him from finishing; then he crashed on Sunday morning and was prevented from riding by an injured shoulder. His teammate Scott Russell failed to finish on Saturday when a battery went bad on the VR1000, and on Sunday the Georgian pulled out of his home race because he'd missed the setup so badly that he thought staying on track would prove to be dangerous.

RACE ONE

Race one started with a Gobert holeshot, but pole sitter Mladin swept past Gobert - angering his fellow Aussie in the process.

(Above) Anthony Gobert (95) leads the second race over Doug Chandler (10), Eric Bostrom (32), Mat Mladin (66) and the rest of the superbike pack.
(Below) Gobert holds off Bostrom and a hard-charging Matt Wait on the Fast By Ferracci Ducati - it was Wait's best effort of the season.



"I was really surprised when I holeshotted," Gobert said. "I was fiddling with the brake lever a little bit before the start, so I wasn't too sure going into turn one. Mat (Mladin) nearly took me out and I was a bit pissed off. From then on, I really wasn't keen on letting him beat me."

Those two gapped the field slightly on the opening lap, and they continued to pull clear until the third lap. At that point, Bostrom moved in and started to close the gap.

"I felt comfortable at the start," Gobert said. "I remember last year here that he (Bostrom) was really strong, so I dropped back to see what pace he was going to set. I figured, because he hasn't had a win yet, that he'd drop the hammer from start to finish and the strategy kinda goes out the window a bit. I was kinda hoping that he would cook his tire and start coming back at the end."

It was on the ninth lap that Bostrom took the lead for the first time, outbraking his teammate on the entrance to turn 10. He then pulled away, a half-second here, a half-second there. Soon it was Hacking who held second place as Gobert continued to go backward. By the 16th of 25 laps, this was a two-man race, and one of those men wasn't Gobert.

But he was only fooling us.

On the 20th lap he trailed Bostrom, who had opened up a bit of a gap on Hacking, by 1.9 seconds. That was quickly whittled down and Gobert shot by Hacking on the 21st lap and started his charge to Bostrom.

"I was getting worried for a little while," Gobert said, "but only because when I started to make a charge, some lapped riders sort of held me up a bit. Then they gapped me a bit and I nearly gave up because I didn't want to risk binning it. I didn't want Ben beating me and I knew Mat (Mladin) was back a bit, so I thought it was a good chance to get some points on him. So I started taking a few chances that I wasn't taking at the beginning of the race. I started to feel a little bit more comfortable with the bike. I haven't been real happy with the rear setup - it's not getting the traction that I would like. I got told before the race that last year I came close to blistering that tire. I just wanted to take it easy and save the tire because I was sideways off every turn. I just tried to ride smart, really. To be honest, this was the first race that I didn't really care if I could win. I didn't really feel that happy and I was on the spare bike as well. I just wanted to see how the race went. Luckily, I started getting in a good groove and our bike is so good at the moment, I just rode it. I wasn't taking any big chances, but I was taking some risks at the end."

Those big chances brought him to Bostrom's rear wheel. At the start of the last lap, he made his move, charging past on the entrance to turn one. Bostrom didn't panic; instead he said he thought his position was ideal for a run down the back straight and a victory.

"I saw him (Gobert) come up and I just backed off and let him have it," Bostrom said. "I figured it'd be smarter to draft him on the back straight. I think it was a smart move, it was just unfortunate that there were those lappers there."

The lappers prevented any real final-corner drama and the victory was Gobert's - his third of the season.

"These guys went good and I thought they were going to beat me for a while," Gobert said. "Luckily, I had what it took again for the race. Normally, I'm always good when the tires get to that level, and it paid off. Plus, I've got more experience than these guys as well."

For Bostrom, it was another second place, another missed opportunity - and he knew it.

"It's killing me," Bostrom said of losing another one. "I went out there and I got a fair start. I just thought, 'Oh, I better set the pace for these boys' - because they looked like they were just cruising around. I got by 'em and tried to take off - and I just started cooking the tire. Then Anthony just outrode me at the end there and I thought, 'This is going to be a pretty hairball last turn, coming into the chicane.' We came up on three guys and I just didn't want to throw it in. There was nothing I could do. We were coming up on those guys so fast, if I drafted by Anthony, I would have gone in there so hot, I didn't know where those guys were going to throw it in. I didn't want to go in there and take me, them and possibly Anthony out - it'd look pretty bad for the team if I did that. I just went out and tried to put my head down the whole time and had fun sliding the bike around, because it's so hot. I looked back and saw Anthony and didn't even know he was there. Then I was like, 'Oh, geez.' These guys weren't letting me go anywhere."

Hacking ended up third - a stellar performance for the new R7 in its AMA Superbike debut.

"I came from a good way back," Hacking said. "That was the first start we'd done on that thing and it's pretty much got a production clutch in it. I was kinda scared about revving it up and burning it up on the start, since we hadn't done a start with it. I was a pretty good ways back there and I sized everybody up, and I could just zip right underneath of 'em everywhere. I could go in on the brakes a lot deeper, and after I caught Anthony (Gobert) and Ben (Bostrom), I knew I had a pretty good chance of winning it with the pace I was running. Then the front got really bad, and rather than throw the thing down the road, I kinda backed it down to try and cool the tire down a little bit and maybe make another charge. I just didn't have enough tire left. It went off pretty bad because I was going into corners so hard at the beginning of the race trying to make up all the time I'd lost on the start. If we get a better start tomorrow - now I know what the bike can withstand. I didn't have a clue. But tomorrow, if I can get a better start then maybe I won't have to try that hard. I think we'll look at a different front."

RACE TWO

The start of race two was nearly a carbon copy of that of the previous day: Gobert led. The rest of the race, however, didn't come close to resembling the earlier edition.

This time Gobert had his head down from the beginning. He knew his tires had lasted the day before, so worrying thoughts of blistering a tire if the pace were too hot were gone. Without the worry of tire failure, Gobert never let up and he led all the way to the red flag. Then he led all the way to the checkered flag.

Behind him, things were more interesting.

The ambulance incident put Mladin in the grass, but he wasn't the only one who had a close call.

"When I came over the hill, if it had been five seconds earlier I would have rammed straight into the back of the ambulance," Gobert said. "It scared me because I was like, 'Did I miss a flag?' But there was only one flag here (at the start/finish). If it had been just a few seconds earlier, I would have been in the back of the ambulance."

After panic ensued, everyone but Mladin continued on, with Eric Bostrom leading his brother Ben across the stripe in second place on the first lap. That didn't last, as Ben got by a lap later. Yates followed suit.

The man on the charge, however, was Wait, who moved around Yates on the eight lap to take over third place. By this time, Hacking had entered the pits, his Yamaha suffering from "teething problems."

Wait wasn't content with being third, some 5.2 seconds behind Gobert and three seconds behind Bostrom. He continued to charge until the red flag was brought out by the Oliver crash - his final lap was actually quicker than the two Vance & Hines bikes!

"It's funny that there is a guy laying down on the track in the chicane where the incident originally happened," Mladin said. "And he was there for seven laps - even more, 10 laps - and Rich Oliver crashed and a lap and a half later the red flag came out. That guy was in a very similar if not worse position than what Rich was in. I can't understand why the red flag wasn't thrown for that guy, but it was thrown for Rich's crash."

The red flag gave new life to Mladin's hopes, though he would start from the middle of the pack after moving to 17th at the time of the red flag.

Mat Mladin finished third in Sunday's restarted race, holding off fourth-placed Aaron Yates (20).

Gobert led into one and was never headed, though Bostrom and Wait kept him honest. At one point, Wait moved around Bostrom and into second, but shortly thereafter his bike expired.

"Before the red flag, the plug wire broke," Wait explained. "The gas cap had also come loose and was spraying the guys behind me - plus I was burning up. Then my electric shifter broke, so the guys were pretty busy trying to fix everything. I got a pretty good start and was hanging with those guys, but it got too hot and the clutch went away. It would just rev and not go anywhere; and it was free-wheeling into the corners. Then it didn't work at all."

With Wait gone, the Vance & Hines boys had it all to themselves and they coasted to first and second, with Mladin fighting through for an impressive third.

Mladin's pole, record

Yoshimura Suzuki's Mat Mladin (right) earned his second pole position of the season, this one coming on a steamy Saturday morning at Road Atlanta. The Australian lapped at 1:23.890, taking almost half a second off Rich Oliver's 1998 qualifying lap record.

"Yeah, I'm in a good mood," a rather subdued Mladin said. "I had a good lap."

The championship leader was hoping for better results than his dismal Road Atlanta of a year ago, when he finished sixth and 10th in the two races.

"The bike's a lot better this year," Mladin said. "We really struggled here; we finished 10th and sixth or something. Hopefully, we can do a little bit better than that here today. If we don't, then the lead in the championship is going to be pretty small. I hope for a better result today."

Mladin also said that he was running a harder tire than a year ago.

"I think this year we're using a harder one than we did last year," Mladin said. "We had the same option last year, but we didn't use it. I didn't think it would be as good this year, but it seems to be better."

Second quickest in the unusually early Saturday final session was Vance & Hines Ducati's Ben Bostrom. The Californian lapped at 1:24.079, almost a full second quicker than his best lap of a year ago. The former dirt tracker was having a good time - as he always does when he gets to slide the bike around the race track.

"It's hot outside and the track is very slippery," Bostrom said. "It'll make for a good race and keep a lot of guys up front. There's a big draft out back that keeps people up, so it'll be a good race. The guy who is sideways the whole way is probably going to win this thing. The neatest part is the tires: lap after lap, they don't fade away; they're just sliding all the time. It's pretty fun. I think everyone had the same problem (with traffic) - there's a lot of guys and you just have to pick out where you're going to pass the guys. I ran around for about four or five laps on my Q (qualifying tire) and did one quick one."

Doug Chandler put the Muzzy Kawasaki on the front row for the second straight race, lapping at 1:24.377 despite struggling to get a clear lap in traffic.

"It was pretty good, you know," Chandler said. "It was tough to kind of get 'em in early if there was a lot of traffic out there. You wouldn't think that lappers would be a problem, but this track is so fast, if you catch one guy in a bad spot, it just throws that lap out. At the end of the session, I stayed out and I thought the track was really clear. I just tried to put my head down and I got a decent one in, so I'm pretty happy with that."

Chandler was also hoping to end a superbike winless drought that now dates back to Laguna Seca in April of 1997. Although the Kawasakis have floundered of late, he believes there's hope.

"Throughout the years, the bikes have always fluctuated," Chandler said. "Some bikes are good some years and other years they're not. I think we've been very fortunate in having a good motorcycle for the last couple of years. This year seems to be a struggle for us, but we're not that far away. So I'll keep my head down and keep trying. We're not that far away."

The front row was filled by Vance & Hines Ducati's Anthony Gobert, the Australian a tad overweight after a vacation in Hawaii. The 1998 Road Atlanta "Big Kahuna" lapped at 1:24.579 - slower than what he'd qualified at year ago.

"I just stayed in Hawaii and drank a bit too much beer," Gobert said. "I feel a little bit fat on the bike. Apart from that, everything's not too bad. The leathers are a bit tight, mate, and the belt buckle is undone. Apart from that, everything's all right.

"It feels pretty good. I like this layout and our bike's a little bit better this year as well, so everything is looking pretty good for us, hopefully. I want to try to get a good start and run with whoever is setting the pace. That's the aim, so we'll just see how it pans out. I did it on my good bike and I only got one flying lap and then the bike broke. I went out on the spare, and I think that the tire might have overheated from being on the warmer too long or something. The thing was just sliding around pretty crazily, so I had to just settle for the time I did on the first one. It would have been nice to try and knock Mat (Mladin) off the pole, but it wasn't meant to be for me today."

The second row was led by Yamaha's Rich Oliver, the Californian all smiles in his first outing on the brand-new R7 superbike. Despite not getting on the bike until Thursday afternoon, both he and his teammate Jamie Hacking, who qualified eighth, were over the moon with the new Yamaha and happy to be rid of the old stablemate YZF750.

"It handles better than my 600," Oliver said, prior to qualifying at 1:24.678.

Sixth on the grid was American Honda's Eric Bostrom at 1:24.685 - his best qualifying effort of the season. Then came Yoshimura Suz's Steve Rapp at 1:24.780, followed by Hacking at 1:24.909.

Row three would consist of Muzzy Kawasaki's Aaron Yates, American Honda's Miguel DuHamel, Yoshimura Suzuki's Jason Pridmore and Fast By Ferracci Ducati's Matt Wait. The rest of the factory men completed row four: Harley's Pascal Picotte, Ferracci's Larry Pegram, Harley's Scott Russell and Yoshimura's Steve Crevier.

Rounds 6 & 7: Road Atlanta

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP

Australians Anthony Gobert (left) and Mat Mladin spray the bubbly after the second race at Road Atlanta.

"The bike was much better today, obviously," Mladin said. "By the lap times, it was definitely better, but I just wasn't good enough today to keep up with these guys - they were too fast. In that second race, if I would have got a better start behind them, I probably had a chance of hanging on the back of 'em - but these guys don't make many mistakes and that was going to make it tough anyway."

Bostrom is still looking for his first-ever Superbike National win, and today he came close.

"Anthony rode really well and I just got beat," Bostrom said. "I put my head down the whole time, but it just wasn't there. I'll try and get him next week."

"It was good, it was fun," Gobert said in victory. "The second part wasn't too much fun, though, because Ben was pushing me pretty hard and I nearly crashed one time under the bridge. It sort of caught me out, because the guys softened the rear end for the second race and yesterday, when the tire was coming down, I was just keeping it on over the hill. I sort of thought that I wouldn't crash, then it bucked again and the second one nearly spat me over. I thought Ben was going to get me then. After that I just tried to stay real smooth. I'm happy with the bike, the team and obviously the result."

Yates was fourth, with Crevier - after a flier of a start - fifth after both he and Eric Bostrom got around Pegram on the final lap.

Chandler was eighth, followed by privateer Michael Barnes on the Hooters Suzuki and David McGrath on the KWS Motorsports Suzuki GSXR750. **CN**

Road Atlanta
Braselton, Georgia
Results: June 6, 1999 (Round 7 of 13)

SUPEBIKE QUALIFYING: 1. Mat Mladin (1:23.890); 2. Ben Bostrom (1:24.079); 3. Doug Chandler (1:24.377); 4. Anthony Gobert (1:24.579); 5. Rich Oliver (1:24.678); 6. Eric Bostrom (1:24.685); 7. Steve Rapp (1:24.780); 8. Jamie Hacking (1:24.909); 9. Aaron Yates (1:25.019); 10. Miguel DuHamel (1:25.103); 11. Jason Pridmore (1:25.185); 12. Matt Wait (1:25.214); 13. Pascal Picotte (1:25.301); 14. Larry Pegram (1:25.818); 15. Scott Russell (1:26.009); 16. Steve Crevier (1:26.124); 17. Steve Grigg (1:27.504); 18. Tom Kipp (1:29.148); 19. Jake Zemke (1:29.268); 20. David McGrath (1:29.287); 21. Jimmy Moore (1:29.386); 22. James Randolph (1:29.994); 23. Michael Barnes (1:30.389); 24. Roger Lee Hayden (1:30.428); 25. Mario DuHamel (1:30.386); 26. John Haner (1:30.872); 27. Richard Alexander Jr. (1:31.030); 28. Christopher Rankin (1:31.327); 29. John Ross Jr. (1:31.422); 30. Jonathan Bowman (1:31.512); 31. Gabriel Henning (1:31.725); 32. John Jacobi (1:31.740); 33. Dean Mizdal (1:32.014); 34. Wade Buffington (1:32.220); 35. Cory Call (1:32.268); 36. Joseph Fletcher (1:32.391); 37. James Doerfler (1:32.528); 38. Jamie Lane (1:32.729); 39. Andy Deatherage (1:32.943).

RACE ONE: 1. Anthony Gobert (Duc); 2. Ben Bostrom (Duc); 3. Jamie Hacking (Yam); 4. Rich Oliver (Yam); 5. Miguel DuHamel (Hon); 6. Mat Mladin (Suz); 7. Jason Pridmore (Suz); 8. Eric Bostrom (Hon); 9. Matt Wait (Duc); 10. Steve Rapp (Suz); 11. Larry Pegram (Duc); 12. Steve Crevier (Suz); 13. Aaron Yates (Kaw); 14. Mario DuHamel (Suz); 15. Dean Mizdal (Suz); 16. Cory Call (Suz); 17. Andy Deatherage (Suz); 18. Gabriel Henning (Suz); 19. John Ross Jr. (Suz); 20. James Doerfler (Suz); 21. Wade Buffington (Suz); 22. Joseph Fletcher (Suz); 23. David McGrath (Suz); 24. Scott Russell (H-D); 25. John Jacobi (Suz); 26. Doug Chandler (Kaw); 27. Jonathan Bowman (Suz); 28. James Randolph (Suz); 29. Pascal Picotte (H-D).
Time: 35 min., 39.888 sec.
Distance: 25 laps, 63 miles
Average speed: 106.829 mph
Margin of victory: 1.228 sec.

RACE TWO: 1. Anthony Gobert (Duc); 2. Ben Bostrom (Duc); 3. Mat Mladin (Suz); 4. Aaron Yates (Suz); 5. Steve Crevier (Suz); 6. Eric Bostrom (Hon); 7. Larry Pegram (Duc); 8. Doug Chandler (Kaw); 9. Michael Barnes (Yam); 10. David McGrath (Suz); 11. James Randolph (Suz); 12. Mario DuHamel (Suz); 13. Dean Mizdal (Suz); 14. Andrew Deatherage (Kaw); 5. John Ross Jr. (Suz); 16. James Doerfler (Suz); 17. Jamie Lane (Suz); 18. John Jacobi (Suz); 19. Wade Buffington (Suz); 20. Jason Pridmore (Suz); 21. Cory Call (Suz); 22. Matt Wait (Duc); 23. Rich Oliver (Yam); 24. Steve Rapp (Suz); 25. Scott Russell (H-D); 26. Christopher Rankin (H-D); 27. Jonathan Bowman (Suz); 28. Jamie Hacking (Yam); 29. Gabriel Henning (Suz); 30. Joseph Fletcher (Suz).
Time: n/a due to red flag
Distance: 25 laps, 63 miles
Average speed: n/a due to red flag
Margin of victory: 3.614 sec

AMA SUPERBIKE NATIONAL C'SHIP POINT STANDINGS (After 7 of 13 rounds): 1. Mat Mladin (216/1 win); 2. Ben Bostrom (200); 3. Anthony Gobert (196/4); 4. Larry Pegram (168/1); 5. Aaron Yates (158); 6. Doug Chandler (150); 7. Rich Oliver (142); 8. Miguel DuHamel (141/1); 9. Jason Pridmore (137); 10. Jamie Hacking (130); 11. Steve Rapp (124); 12. Matt Wait (122); 13. Steve Crevier (118); 14. Eric Bostrom (115); 15. Mario DuHamel (100); 16. James Randolph (77); 17. Cory Call (75); 18. Dean Mizdal (74); 19. Pascal Picotte (68); 20. Scott Russell (49).

Upcoming rounds:
Round 8 - Elkhart Lake, Wisconsin, June 13
Round 9 - Loudon, New Hampshire, June 20

Briefly...

Anthony Gobert won $7000 for winning both races of the Dunlop Big Kahuna Nationals. By virtue of his two second-place finishes, Ben Bostrom earned $5000. The total purse for the event was $82,500.

Mat Mladin is being careful as to what he says these days. During the postrace press conference on Sunday, when the main topic of conversation was the ambulance going on track and nearly causing a catastrophe, Mladin wouldn't answer any questions until Suzuki vice president Mel Harris was in attendance. "I don't want to say anything until somebody from Suzuki is here in case I get hammered for something else," Mladin said. When Harris arrived, he spoke for Mladin. "I think Mat, as you saw, he had very little chance to stay on the track and he would have gone right in the back of the ambulance, so he did a little bit of off-road riding and it put him way behind. Without the red flag, we wouldn't have been in the event and Mat could have probably lost the championship right here today. The red flag helped him that way, but it was a shame that it had to come down to that." With Harris speaking for Mladin, it caused one sarcastic reporter to wonder if Mladin is now the man to call if the media should have a question regarding new Suzuki models, or Suzuki's future marketing plans.

With **two races** being held at Road Atlanta, the subject of running more two-race Nationals came up during the postqualifying press conference. Many of the riders seem to be in favor of the format, but only because of the current AMA points-paying structure that rewards consistency more than race wins. "I think it's hard on the teams, but I don't mind it as a rider," Ben Bostrom said. "I enjoy it, but I don't know how the team feels about it,though. The purse, especially for the privateers, should be equal. They're going out there and burning gas, tires - it's all the same as if they went to another race. If they're going to go out there and spend a thousand bucks a race, they should be making it back." Doug Chandler also likes the idea of two races. "I think it's good just because we don't have that many races in our series," Chandler said. "It's good to have two races." Ditto for Mat Mladin. "I like the format of one a day, but in this country they should think about doing two because I don't think there are enough good race tracks," Mladin said. "Maybe they should think about doing two. If they are going to go to an FIM points structure, then they could afford to one a day and 14 races, just like they do."

Anthony Gobert believes that two races on a weekend would be good, mainly because it would give riders a chance to make up ground from mistakes or motorcycle failures. "I don't want to say too much, because the AMA is pretty good at slapping hands, but I said the same last year," Gobert said. "I've won a couple of races and had a couple of problems through no fault of my own, and I'm like 40 points behind Mat (Mladin). He's really got to have a problem now for me to beat him. For me, it's really frustrating."

Gobert also thinks that a different point system would bring about better racing. "In World Superbike, everyone is going for it," Gobert said. "Here, everyone just cruises because you can't afford to tuck the front and lose a race. I don't care how the points are, because I'm just happy to be on the bike at the moment, but I think with how it is they should have more races, more rounds. Keep a few good tracks, like Laguna and Road America, and have a race on Saturday, because I think there are too few races for the point structure. But I'd probably be a fan of it if I were in Mat's position."

The **Yamaha R7** made its debut at Road Atlanta - and the debut was impressive. Jamie Hacking and Rich Oliver finished third and fourth on Saturday before things when horribly wrong on Sunday. Prior to that, Oliver was all smiles. "It shows in the lap times, the way it goes around a corner; the way it fits my body size is way better," Oliver said. "I'm just really impressed with the crew for getting it to the point it is now where we are already competitive in only a few days. They weren't even completely finished when we were here testing on Thursday and we didn't go out until the afternoon because they were still buttoning up the bike. We spent a lot of time learning how to deal with some of the difficulties the old bike had, and we spent a lot of time kinda managing the thing to keep it going in a straight line. The R7 just works with you. It holds the line better, it doesn't wobble as much. It's just an awesome motorcycle. The R6 is an awesome motorcycle and this is even better."

Jamie Hacking seconded Oliver's opinion. "It's kind of like taking the training wheels off your bicycle," Hacking said. "You're used to something holding you back, then you take your training wheels off your bike - that's how the bike felt in the first five laps. It just felt really small and it flicks really good. It's not that great right now (the power); we've just got C-level kitted stuff on it right now. It's gotta be down on power, but our top speeds are pretty much the same as last year because the bike - I guess the aerodynamics of it. It also hooks up better off the corners - it's just down a few from our old bike."

The new walls at Road Atlanta gained some interest, especially after **Larry Pegram** slammed into one of the hay-bale-protected barriers on Saturday morning. "To be honest, most of the tracks in America are pretty dangerous," Gobert said. "A lot of the tracks need a lot of work, especially with how quick our bikes are going now. It wouldn't be too hard to end up in a lot of walls. It's just the risk that we take, I suppose. I don't really notice it. I only really noticed it when I was talking to Larry Pegram and he was talking about all the walls. I went out this morning and checked it out - apart from that, I didn't even notice, because I've got tunnel vision."

Mat Mladin knows what it takes to win the AMA Superbike Championship and he's going about the business of doing just that. "This championship pays consistency, as we've seen for the past few years," Mladin said. "That's my ultimate goal - to be as consistent as possible. If that means taking what I can get, than that's what I've done all year. I had a chance to win one, and I won it. Other than that, a couple of guys have been fast enough that I haven't felt comfortable doing their pace and I've just ridden my own race. Fortunately, we haven't had any problems with the bike and everything's turned out good."

Eric Bostrom may not be back to the form that saw him win two AMA Superbike Nationals last year, but he's getting close. Bostrom finished eighth and sixth over the two days. "I'm fairly disappointed," Bostrom said on Sunday afternoon. "The red flag kinda screwed us. I was fourth and running down (Aaron) Yates and I was thinking, 'This is looking good.' Then I got a bad start and was trading punches with (Steve) Crevier and (Larry) Pegram and it wasn't much fun. We tried a bunch of different stuff from yesterday to today and things were definitely better. I don't know what we're doing wrong this year, but we need to get it fixed."

Larry Pegram crashed hard during qualifying on Saturday morning and was lucky to escape with just bumps and bruises. "I hit the wall in the long left carousel," Pegram said on Saturday. "I think my left ankle is broken and I can't move my neck. I was really foggy out there in the race. I couldn't concentrate and I didn't even know what I was doing. That wall shouldn't be there. I hit hay bales, but they're up against a wall." Pegram finished 11th on Saturday and seventh on Sunday.

Muzzy Kawasaki's **Aaron Yates** had mixed results at Road Atlanta - 13th on Saturday and fourth on Sunday. "They made some changes that I didn't know they'd made," Yates said on Saturday. "The front ended up too low." Things got better on Sunday, however, and Yates was up to full speed. "It was much better today," the Georgian said. "Between the practice and race, we made some changes again and this time they got it right. Today we put it like I told 'em to put it. We made some changes to the rear and it was good."

Pascal Picotte had two big crashes on the Harley during practice and qualifying and finally opted to sit out the race with a sore shoulder. "First of all, I'm riding that thing to its limit," Picotte said on Saturday. "I did a big high-side in qualifying and I hit the wall on the outside. We couldn't fix that bike, so I rode my spare bike, but something went wrong with the clutch on the warmup lap and it was like it was in neutral."

Both of the **Vance & Hines Ducatis** were fitted with new motors just 20 minutes prior to the start of Saturday's National after the pair encountered troubles in practice.

John Hopkins rode his Aprilia RS250 to the win in the first-ever **Aprilia Cup Challenge** at Road Atlanta, the first of four exhibition races that Aprilia hopes will turn into a full-bore spec-class series in 2000. Second place went to **Mike Himmelsbach**, with **Jason DiSavlo** finishing third. Anthony Gobert's 15-year-old brother **Alex Gobert** made his AMA racing debut and finished fourth in the class. Another famous sibling was entered, Aaron Yates' younger sister **Ann Yates**. Yates crashed out of the race after qualifying an impressive sixth in Friday's qualifying.

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Kawasaki MOTORSPORTS

AMA/Pro Honda Oils 600cc Supersport Series
Round 6: Road Atlanta

Hayden Wars: Nicky beats Tommy

By Paul Carruthers
Photos by Henny Ray Abrams

BRASELTON, GA, JUNE 6

Yamaha's Jamie Hacking knew it was "just racing," but it didn't make it any easier to swallow. Thinking he had what was perhaps his best shot yet of winning a 600cc Supersport final, Hacking was thwarted when Erion Honda's Nicky Hayden barged past on the entrance to turn 10 at Road Atlanta on the ninth lap, pushing Hacking wide and off the track in the process. It was the decisive move in the red-flag-interrupted and eventually red-flag-shortened race.

Nicky Hayden went on to defeat his brother Tommy Hayden by just .245 of a second, with Tommy's Yamaha teammate Hacking third, also just a fraction behind after an inspired ride following his off-track excursion. He was driven by anger and he felt that if the race hadn't been stopped for good three laps early, the outcome may have been different.

The win was Nicky Hayden's third of the season and it pulled him a few more points clear of Tommy Hayden in the championship point standings. Nicky now leads Tommy, 187-179, after six rounds. Hacking is third with 150 points, six points clear of his teammate Rich Oliver, who finished sixth here today. Muzzy Kawasaki's Aaron Yates, fourth today, is fifth in the series with 143 points.

Valvoline EMGO Suzuki's Josh Hayes was the top Suzuki finisher on the day, riding his GSX-R600 to fifth place after stalking Yates throughout. The Mississippian rider's effort was also hampered by the fact that he was still recuperating from illness and was somewhat weakened coming into the weekend.

Behind Hayes came Oliver, then Yoshimura Suzuki's defending series champion Steve Crevier, his teammate Steve Rapp, Erion Honda's Kurtis Roberts, with American Honda's Eric Bostrom rounding out the top 10.

The race was marred by the two incidents that brought out the two red flags. The first incident involved American Honda's Miguel DuHamel, with the French Canadian suffering a huge high-side on the exit of turn five. DuHamel suffered a broken left leg (the same one he broke at Loudon last June) and was transported to hospital. Smoke was seen pouring from DuHamel's Honda CBR600 on the lap leading up to the crash.

The second incident involved Graves Motorsports teammates Takahito Mori and Paul Harrell, with both going down together on the exit of turn five. It was feared that Mori had suffered a broken tibia (lower leg) and Harrell had broken a wrist.

The first portion of the race started with Hacking leading Tommy Hayden into turn one, with the Kawasaki of Yates trying to keep pace on the run up the hill toward turn two. By the end of the first lap, Nicky Hayden had moved around Yates and was beginning to work on passing his older brother. On the following lap, Yates dropped another spot when Hayes moved around him on the Suzuki - with those two lumped in a group and being hounded by Roberts, Rapp, Mori, DuHamel, Oliver, Eric Bostrom, Pridmore, Crevier and Harrell.

It was on the second of the scheduled 15 laps that DuHamel suffered his crash, a nasty high-sider that flipped the already partially injured Canadian high into the air. Once he stopped tumbling, DuHamel removed his own helmet and gloves, but he didn't get up. His CBR600, meanwhile, caught fire and burned until workers were able to get to the bike.

The race restarted several minutes later, with Yates grabbing the holeshot over the Yamaha pairing of Hacking and Tommy Hayden. Nicky Hayden, meanwhile, didn't get a very good start and he finished the first lap in seventh place. By the time they'd completed two laps, however, the young Kentuckian was already up to fourth and was starting to close on the lead trio.

Meanwhile, the youngest of all the Hayden boys - Roger Lee - crashed out of his 600cc Supersport debut on the 1-800-CYCLE-GEAR Suzuki.

Nicky Hayden quickly moved around Yates and after four complete laps he was on the tail of his brother, who only trailed Hacking by .5 of a second. Nicky then went by Tommy and started applying serious pressure to Hacking. The Yamaha rider isn't a soft customer and he wasn't about to give in. Things didn't change until the eighth lap - then everything changed.

Heading into the left-right chicane that makes up turns 10 and 11, Hayden ran up the inside of Hacking on the brakes and the two touched on the transition, forcing Hacking to take evasive action and run onto the grass.

"It was a clean pass at first," Hacking said. "But he just got down in there and left me no room. I couldn't even turn. I brushed his rear wheel with my front wheel and couldn't even turn in there. I

(Top) Jamie Hacking (2) leads Aaron Yates (2) and Tommy Hayden (22) on the opening lap of the 600cc Supersport final. (Above) Nicky Hayden (69) eventually beat his brother Tommy (22), with Hacking finishing third.

Series points leader Tom Kipp (16) leads his teammate Damon Buckmaster (147), Jimmy Moore (86), Mario DuHamel (96) and the rest of the 750cc Supersport field into turn one.

was right on the edge of going off in the dirt on the right-hand side so I couldn't make the corner, so I had to barely miss the gravel trap. I ran it through the dirt. Luckily, we'd already gapped fourth place, so I came out a good ways behind Tommy (Hayden). I wasn't quite happy. He had a clean pass and he had me on the brakes. He didn't need to come over on me. He knows how to pass."

He lost touch with both Haydens momentarily, though he would fight back to chase them down when the race was stopped again two laps later with the Mori/Harrell incident.

"I've been so close on the 600 to winning - I felt like I could have won it this weekend, you know," Hacking said. "It's okay, we'll go on to the next race. There's no hate between either one of us, it was just one of those deals. It was one of those racing deals and no one go hurt. It was unfortunate, but we'll go on."

Tommy Hayden also gave chase to the very end, but he couldn't quite match his brother - at least prior to the red flag.

"I got a pretty good start both times," Tommy Hayden said. "The second time, I started with new tires and I didn't quite have the confidence in 'em because they weren't scuffed yet. I let Aaron (Yates) and Jamie get away from me on the first lap more than I should have. I had to ride pretty hard to catch up to 'em. I got up to 'em and got by Aaron pretty good. I figured before the race it would be between me, Nicky and Jamie - so that was what I was expecting. I was trying to conserve my tires. I was following Nicky and I was close, with about four laps to go, and that was when I was going to try something. I got in a pretty good slide out there and lost my drive - that set me back. I got back up to him and then the red flag came out. It would have been a pretty interesting last two or three laps. Unfortunately, it got red flagged. That's racing and that's the way it goes."

For Nicky Hayden, it was win number three on the season and the fourth of his career.

"The first time, I got a decent start and I was right there," Nicky Hayden said. "For the second one, I got a horrible start and in turn one I tried to go around some guys and screwed up. I didn't even know what place I was in but I was back away. I thought them guys were going to be gone and I was blowing it. I pushed really, really hard for the first laps and I think I may have gotten my tire a little bit too hot. I got up to 'em and got around them and me and Jamie had a moment up there - sorry about that. I was in too hot and I thought I was going to run off. I feel bad that I ran him off the track, but it was just one of those things. After that, I rode a little tight and hesitant. I wasn't riding smooth and those guys stayed right with me. I thought there was going to be another restart, and I didn't want that. I was happy with the way the race turned out."

Hacking, naturally, wanted more laps. After all, he had something to prove.

"I had some aggression there," Hacking said. "It's probably good that it ended the way it did."

The race was called complete after 11 laps. CN

Road Atlanta
Braselton, Georgia
Results: June 6, 1999 (Round 6 of 14)

600cc SUPERSPORT FINAL: 1. Nicky Hayden (Hon); 2. Tommy Hayden (Yam); 3. Jamie Hacking (Yam); 4. Aaron Yates (Kaw); 5. Joshua Hayes (Suz); 6. Rich Oliver (Yam); 7. Steve Crevier (Suz); 8. Steve Rapp (Suz); 9. Kurtis Roberts (Hon); 10. Eric Bostrom (Hon); 11. Jason Pridmore (Suz); 12. Sean Kowalski (Hon); 13. Paul Harrell (Yam); 14. Tom Kipp (Suz); 15. Roland Sands (Yam); 16. Brian Lantz (Kaw); 17. Richard Alexander Jr. (Suz); 18. Damon Buckmaster (Suz); 19. Joseph Gill (Kaw); 20. Jake Zemke (Suz); 21. Michael Hannas (Yam); 22. Mark Junge (Kaw); 23. Francisco Ramirez (Suz); 24. Brian Livengood (Suz); 25. Bryon Barbour (Suz); 26. Kurt Marmor (Kaw); 27. Roman Frias (Hon); 28. Jess Roeder (Yam); 29. Rocky Gravley (Yam); 30. Francois Barbe (Yam); 31. Daniel Urbina (Hon); 32. Steve Laszko (Hon); 33. Bob Laszko (Hon); 34. Takahito Mori (Yam); 35. Frederick Farzanega (Hon).
Time: n/a due to red flag
Distance: 11 laps, 27.72 miles
Average speed: n/a due to red flag
Margin of victory: 0.255 sec.
600cc SUPERSPORT C'SHIP POINT STANDINGS (After 6 of 14 rounds): 1. Nicky Hayden (187/3 wins); 2. Tommy Hayden (179/2); 3. Jamie Hacking (150); 4. Rich Oliver (144); 5. Aaron Yates (143); 6. Steve Crevier (140); 7. Kurtis Roberts (130); 8. Joshua Hayes (126); 9. Miguel DuHamel (115/1); 10. Jason Pridmore (107); 11. Steve Rapp (107); 12. Tom Kipp (93); 13. Paul Harrell (90); 14. (TIE) Sean Kowalski/Eric Bostrom (81).

Upcoming Rounds
Round 7 - Elkhart Lake, Wisconsin, June 13
Round 8 - Loudon, New Hamsphire, June 20

AMA/Lockhart Phillips 750cc Supersport Series, Round 6: Road Atlanta

Take five for Kipp

By Larry Lawrence
Photos by Henny Ray Abrams

BRASELTON, GA, JUNE 5

At a hot and muggy Road Atlanta, Tom Kipp, riding a Chaparral Suzuki, won his fifth straight 750cc Supersport race despite looking, at times, as if he might just want to lay back and protect his considerable championship points lead. When it was on the line on the final lap, Kipp showed that he still very much cares about winning races and kept his streak alive in a fun-to-watch round six.

Valvoline EMGO Suzuki's Grant Lopez challenged for the lead most of the race and finished second, his best finish of the year. Rounding out the podium was Californian Jake Zemke on his 1-800-CYCLE-GEAR Suzuki - it was Zemke's second podium finish of the season.

Kipp has been racing 750cc Supersport on and off for 10 years and has won the series twice. During his 1994 championship-winning season, he had a stretch where he won four consecutive races. With the Road Atlanta win, Kipp set a new personal best in that category. The Chardon, Ohio, resident now has 13 career 750cc Supersport wins to his credit, placing him third on the all-time win list behind Scott Russell's 23 victories and Jason Pridmore's 16 wins.

With a 31-point lead coming into Road Atlanta, there was talk in the paddock that Kipp might go into protection mode and not risk going all out if the race turned into a battle. Looking at Kipp's history, however, he's really never gone conservative during his previous three AMA Championship campaigns.

An interesting sidebar in the 750cc Supersport race at Atlanta was the professional road racing debut of 16-year-old Roger Lee Hayden. The youngest of the three racing Hayden brothers came into the race with the pressure of the Hayden name bearing down on him. Yet the youngster didn't shrink under the pressure.

"I know, because of what my brothers have done, there's a lot expected of me," said the youngest Hayden, who qualified a respectable ninth with a time of 1:29.488. "It's not that big of a deal, because I expect a lot out of myself."

The start saw a three-wide pack going through turn one, with Kipp emerging as the leader. As the tightly knit pack came around on the first lap, it was Kipp holding the lead, with teammate Damon Buckmaster second, followed closely by Mike Ciccotto, Lopez, Jake Zemke and Tommy Hayden.

The big story of the second lap was the pass Roger Lee Hayden put on his big brother Tommy. As the two sped down Atlanta's back straight, Roger Lee, using the power of his 750, pulled out of Tommy's 600's draft and took over sixth.

Up front, Ciccotto was riding aggressively and took over the lead on lap four. Ciccotto had held the lead for less than a lap when his aggressive riding got the better of him and he nearly pitched away his bike coming out of turn seven. In the near crash, his Suzuki's inertia safety cut-off switch (designed to shut off the motor in the case of a crash) killed the motor. The following trio of riders came close to hitting the slowing Ciccotto. Ciccotto rolled off the track, not knowing that he simply needed to turn off and on his ignition switch to restart the bike.

With Ciccotto out and Buckmaster fading because of severe leg cramps, the race became an interesting two-way dice for the point between Kipp and Lopez. Lopez held the advantage through the twisty first half of the 2.54-mile circuit, while Kipp was the better of the two entering the high-speed turns of the second half of the circuit. Lopez took the lead on lap nine with a bold inside-on-the-brakes pass of Kipp going into turn six. A pass in that turn is rare and considered a bit risky since the entry speed is so high and there's a good chance of the rider who is being overtaken not seeing the passing rider coming up the inside. Lopez made it look routine.

Now it was Kipp who settled into studying Lopez's strengths on the circuit. Kipp found he was better braking for turn one and made his move there two laps later, regaining the lead. Lopez tried to get back ahead going up the hill but couldn't make a pass stick. On lap 10, Lopez got into a big slide coming out of turn seven and seemed to settle into conserving his energy and tires for a last-lap surge.

Meanwhile, Roger Lee made his way past Buckmaster and found himself in fourth, not 10 bike lengths back from Zemke and a podium finish. Unfortunately for the youngster, Zemke had other plans. He had earlier made a theatrical rear-wheel-kicked-out, heavy-on-the-brakes pass on Buckmaster before setting his sights on the leading duo. He came up just short at the flag, a couple of seconds behind the leading pair.

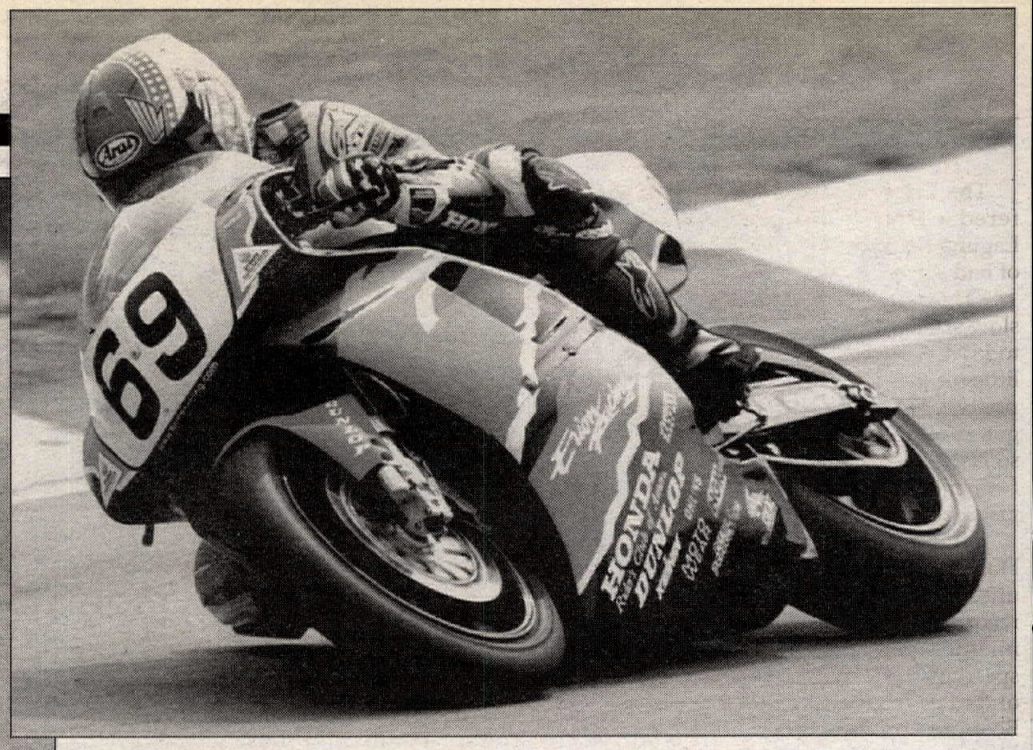
After a poor start, Moore charged through the field and came up to pressure Hayden in the final third of the 15-lap race. With three laps to go, Moore made his move and got by Hayden. Roger Lee would have to settle for fifth - all in all, an impressive coming-out for the new kid.

According to AMA records, Roger Lee's road racing debut was better than that of either of his brothers. Tommy finished 21st in his first AMA Pro race and middle brother Nicky finished 12th in his first race in 1997.

On the final lap, Lopez marshaled his strength and made a hard charge at Kipp coming down the back straight. The Alabaman actually nudged ahead and it was getting a little hectic at this point. It would have been very tempting and perfectly reasonable for Kipp to settle for second, but instead he outbraked Lopez going into turn 10 and, even though Lopez made one more last-ditch effort coming down the hill, he held on to win the race by a bike length. Zemke held off Moore for third.

"I was thinking maybe I shouldn't be riding so hard," admitted Kipp afterward. "We'll do what we can to win the championship, but I'm out to win, and if I can do that without taking too big of a risk, then that's what I'll do."

With the victory Kipp extended his points lead to a commanding 41 points over Moore. CN



(Left) Chuck Sorenson (90) won the 250cc Grand Prix class over defending series champion Roland Sands (1). Randy Renfrow ran third before suffering a mechanical failure.
(Above) Nicky Hayden won the Formula Xtreme class rather easily.

Road Atlanta
Braselton, Georgia
Results: June 5, 1999 (Round 6 of 13)

750cc SUPERSPORT FINAL: 1. Tom Kipp (Suz); 2. Grant Lopez (Suz); 3. Jake Zemke (Suz); 4. Jimmy Moore (Suz); 5. Roger Lee Hayden (Suz); 6. Mario DuHamel (Suz); 7. Michael Barnes (Suz); 8. Richard Alexander Jr. (Suz); 9. Tommy Hayden (Yam); 10. Damon Buckmaster (Suz); 11. Joseph Prussiano (Suz); 12. David Rose (Suz); 13. James Randolph (Suz); 14. John Jacobi (Suz); 15. Keith Wilson (Suz); 16. John Haner (Suz); 17. Chris Caylor (Suz); 18. Joseph Gill (Suz); 19. Eric Wood (Suz); 20. Brian Parriott (Hon); 21. Richard Pacella (Suz); 22. Gabriel Henning (Suz); 23. Andy Deatherage (Suz); 24. Brian Stokes (Suz); 25. Jamie Lane (Suz); 26. Chad Simons (Suz); 27. Per Hogdahl (Suz); 28. Kurt Marmor (Suz); 29. Jess Roeder (Yam); 30. Rich Conicelli (Suz); 31. Byron Barbour (Suz); 32. Mark Edwards (Suz); 33. Francois Barbe (Yam); 34. Shannon Silva (Suz); 35. Lee Agree (Suz).
Time: 22 min., 21.045 sec.
Distance: 37.8 miles
Average speed: 102.278 mph
Margin of victory: 0.196 sec.
AMA 750cc SUPERSPORT C'SHIP POINT STANDINGS (After 6 of 13 rounds): 1. Tom Kipp (214/5 wins); 2. Jimmy Moore (173); 3. Tommy Hayden (158); 4. Richard Alexander Jr. (136); 5. Mario DuHamel (135); 6. Jake Zemke (134); 7. Joshua Hayes (126/1); 8. Jamie Bowman (115); 9. Grant Lopez (114); 10. James Randolph (113); 11. Brian Parriott (98); 12. Vincent Haskovec (79); 13. John Jacobi (76); 14. (TIE) Gabriel Henning/Joseph Gill (60).

Upcoming Rounds
Round 6 - Elkhart Lake, Wisconsin, June 12
Round 7 - Loudon, New Hampshire, June 19

AMA/Mazda 250cc Grand Prix

Chuckie's fourth

By Henny Ray Abrams

BRASELTON, GA, JUNE 6

With the West Coast swing complete, the field for the Mazda 250cc Grand Prix was missing some of the star performers of the past three races. Not that it would've mattered.

World Sports Imports' Chuck Sorensen did what he does regardless of who else is on the track - he won. And he won big, again, but it wasn't flag to flag. Randy Renfrow made sure of that.

The Virginia veteran, Renfrow, hadn't raced since Daytona, preferring to ease into retirement gradually. He showed up at Road Atlanta with his number two on the front of a Performance Machines Yamaha, stabled next to the one ridden by defending class champion Roland Sands.

When the flag fell for the 15-lap, 37.8-mile race, Renfrow flew to the front, but only for a lap.

The first try at starting the race had been red-flagged on the first lap, which seemed like something of a gift, since Sorensen's start wasn't great. The launch for the restart was worse. He bogged the motor and had to stuff a few riders to get to the front.

That was what allowed Renfrow to get out front. After holding the point for one lap, Sorensen took over and every lap to the end belonged to the San Jose, California, resident. He edged away at first, then pulled away quickly, holding about 4.5 seconds after five laps and more than eight seconds at the halfway point in the race. When the checkered flag fell, Sorensen had a 12.560-second lead, completing the race in 22 minutes, 29.880 seconds at an average speed of 101.609 mph.

"We're trying to keep the races consistent and I'd like to keep on winning races," Sorensen said. "We're going to try to keep our focus on the championship. That's the most important to us. I've been doing this for several years and I'd like to have that, so we're going to keep our heads on that."

As to why he did so well on a hot day at Road Atlanta, Sorensen said that it was one of his favorite tracks.

"I've been coming here for quite a few years," he said. "It's very flowing, and if you can get a really good rhythm at this place - lots of blind corners and places where the bike wheelies and breaks the rear loose, third gear coming down the hill - it's a lot of fun. The track probably suits my style. I like fast, sweeping corners."

There was a race for second for the first nine laps. Sands and his new teammate Renfrow were going back and forth, Renfrow in front at the start of the race, Sands taking over on the fourth lap, with Renfrow back in second a lap later. And so it went. Sands looked like he was pulling a little ground on Renfrow on the ninth lap and he'd have more on the next one. That's when Renfrow pulled off with mechanical problems. Sands was in second, a spot he was in no danger of losing, and it wasn't a bad finish considering this was only his second race back since his Daytona injuries. It was the first race that he contested both the 250cc Grand Prix and 600cc Supersport classes.

"It's been a bit of a trial, coming back," Sands said, noting his fifth place at Daytona in a race run in wet but drying conditions. "This is really the first conditions on slicks. My main goal this weekend was to come out of this thing unscathed, finish both races and just to do the times that I know I can do. I just went out there and pretty much rode at my comfortable, comfortable state."

Sands said he knew he had a race on his hands when Renfrow was running.

"I just looked back one lap," he said. "I thought, 'Man, I'm going to have to ride my ass off to get away from Randy.' He had a strong bike this weekend and he was riding good. And I was trying to put some time on him, trying to gap him, trying to gap him. Right at the end of the straightaway, he kept coming by me and tried to get me on the brakes. One lap I looked back and he wasn't there anymore. I was pretty sure it would go down to the wire. I was trying to gap him and I'd look back and I'd gap him and he'd be able to catch me. I think it was going to be a race to the end. It was kind of a bummer the way it turned out."

Third went to Chris Ulrich on the Kids! Don't Smoke Yamaha in the Californian's best-ever 250cc GP finish. Ulrich circulated alone for the majority of the race.

"It was quite a kick," Ulrich said. "Last year I left this place all busted up and I think I caught the Superbike race between morphine drips after surgery. It's a little better than getting hauled off. I got off to a pretty good start and I tried to chase down Randy (Renfrow) and Roland (Sands), and then I saw Randy dropped out and I had a four-second lead on the guy in fourth, so it was like, 'Okay, let's bring it home, we've got the box.' This is a good day for me. I hope this isn't my last one. I'm going to really try hard to get on the box at Road America. I think we finally put a race together. We've been there with times all year and now we're there."

Derek King on the Performance Cycles Honda took fourth while making a late run, with Quenni King fifth on the Broward Motorsport Yamaha, about eight seconds back.

Ed Sorbo ended up sixth on his Yamaha, with Team Cycle Depot's Rolando Quintero seventh on a Honda. CN

Road Atlanta
Braselton, Georgia
Results: June 6, 1999 (Round 7 of 12)

MAZDA 250cc GRAND PRIX: 1. Chuck Sorensen (Yam); 2. Roland Sands (Yam); 3. Chris Ulrich (Yam); 4. Derek King (Hon); 5. Quenni King (Yam); 6. Ed Sorbo (Yam); 7. Rolando Quintero (Hon); 8. Perry Melneciuc (Hon); 9. William Himmelsbach (Yam); 10. Bruce Lind (Yam); 11. Ralph Staropoli (Hon); 12. Thomas Grier (Hon); 13. James Bonner (Yam); 14. John France (Hon); 15. James Worthington (Apr); 16. Richard Merhar (Yam); 17. Keith Floyd (Yam); 18. Murphy Anderson (Yam); 19. Geoffrey Maloney (Yam); 20. Christopher Holske (Yam); 21. Tom Christian (Hon); 22. Dan Rios (Yam); 23. Adam Neal (Yam); 24. Randy Renfrow (Hon); 25. Jeffrey Vos (Yam); 26. Leon Hor (Yam); 27. Greg Esser (Hon); 28. Matthew Bettencourt (Yam); 29. Colin Jensen (Apr); 30. David Boosales (Hon); 31. Andre Castanos (Apr/Hon).
Time: 22 min., 29.880 sec.
Distance: 15 laps, 37.8 miles
Average speed: 101.609 mph
Margin of victory: 12.560 sec.
MAZDA 250cc GRAND PRIX C'SHIP POINT STANDINGS (After 7 of 12 rounds): 1. Chuck Sorensen (202/4 wins); 2. Quenni King (158); 3. Geep Terranova (126/1); 4. Greg Esser (118); 5. Derek King (117); 6. Chris Ulrich (113); 7. Ed Sorbo (111); 8. John France (105); 9. Jeffrey Vos (100); 10. Al Salaverria (93); 11. Rolando Quintero (91); 12. Bruce Lind (80); 13. Joe Cubbage (76); 14. Perry Melneciuc (66); 15. Gary Georges (63); 16. Roland Sands (61); 17. Keller King (55); 18. Nick Ienatsch (54); 19. Glen Jeffrey (50); 20. Jeffrey Leggitt (48).

Upcoming Rounds:
Round 7 - Elkhart Lake, Wisconsin, June 13
Round 8 - Loudon, New Hampshire, June 20

AMA/Sunoco Race Fuels Formula Xtreme
Round 5: Road Atlanta

Southern comfort

By Henny Ray Abrams

BRASELTON, GA, JUNE 5

The South was well-represented in the upper reaches of the Sunoco Race Fuels Formula Xtreme race, with Kentuckian Nicky Hayden leading the charge by taking his third win of the season in dominating fashion on a hot Saturday afternoon at Road Atlanta.

The Erion Honda rider, who'd suffered a DNF in his previous race at Laguna Seca, decided he'd had enough of bad starts.

"This year I've been kind of getting a slow start and working my way up, and today I thought I might try something a little bit different," said Hayden. "I got a pretty good start and the first few laps I got going pretty good. My CBR900 was so fast. I mean, on the back straightaway I wasn't even drafting these guys - I was just running by them."

After getting the jump on the field, Hayden immediately motored away, unthreatened to the end on his way to a record win. His new record time of 21 minutes, 45.117 seconds, at an average speed of 105.095 mph, was about 10 seconds faster than the mark set by Eric Bostrom last year. Hayden's margin of victory was 4.041 seconds.

The next three to cross the line were also from the south, Chickasaw, Alabama's Grant Lopez edging his Valvoline EMGO Suzuki teammate Josh Hayes, of Gulfport, Mississippi, in a close race for second. Hayes said he came into the race suffering from a cold and wasn't at full strength.

"I was really tired from about the midway point on," Hayes said.

It was Lopez's first career AMA podium. Asheville, North Carolina's Steve Grigg put the Grigg Electric Company Muzzy Raptor 850 in fourth, some distance back.

Sixth through ninth were all Yamahas - Graves Motorsports' Chuck Graves leading teammate Takahito Mori, the pair well in front of Attack Performance Yamaha's Mark Miller, who'd run as high as second with two laps to go before falling and then remounting to take seventh. Vincent Haskovec made his debut on the Dutchman Racing Yamaha and finished eighth.

The roster of nonfinishers included championship leader Kurtis Roberts. The Erion Racing rider ran second early on before running into electrical problems. The misfire caused him to fall back to eighth. Unhappy with the spot, Roberts was trying to make up ground on the final lap when he crashed in turn 10.

Despite crashing, Roberts still finished 14th and pocketed 17 points. After five of 11 races, Roberts leads Lopez by 25 points, 151-126, with the rest in close formation. Mark Miller is tied with Hayden at 123, with Hayes back at 119.

The race for the win was over on the first lap. Hayden was flying and gone and had nearly three seconds on the fourth lap. From there it was just a question of how much he'd win by. He was never challenged.

The race for second was more interesting. There was a different rider in the spot each of the first three laps and four different riders would hold the place position. Early on, there was a five-rider string that took several laps to sort itself out. Halfway in, Hayes was in second; then Miller took the spot on lap nine as Hayes tired, holding it until he was passed by Lopez on the 14th lap. Miller was still hard on the gas when he fell in turn seven, getting up to finish seventh.

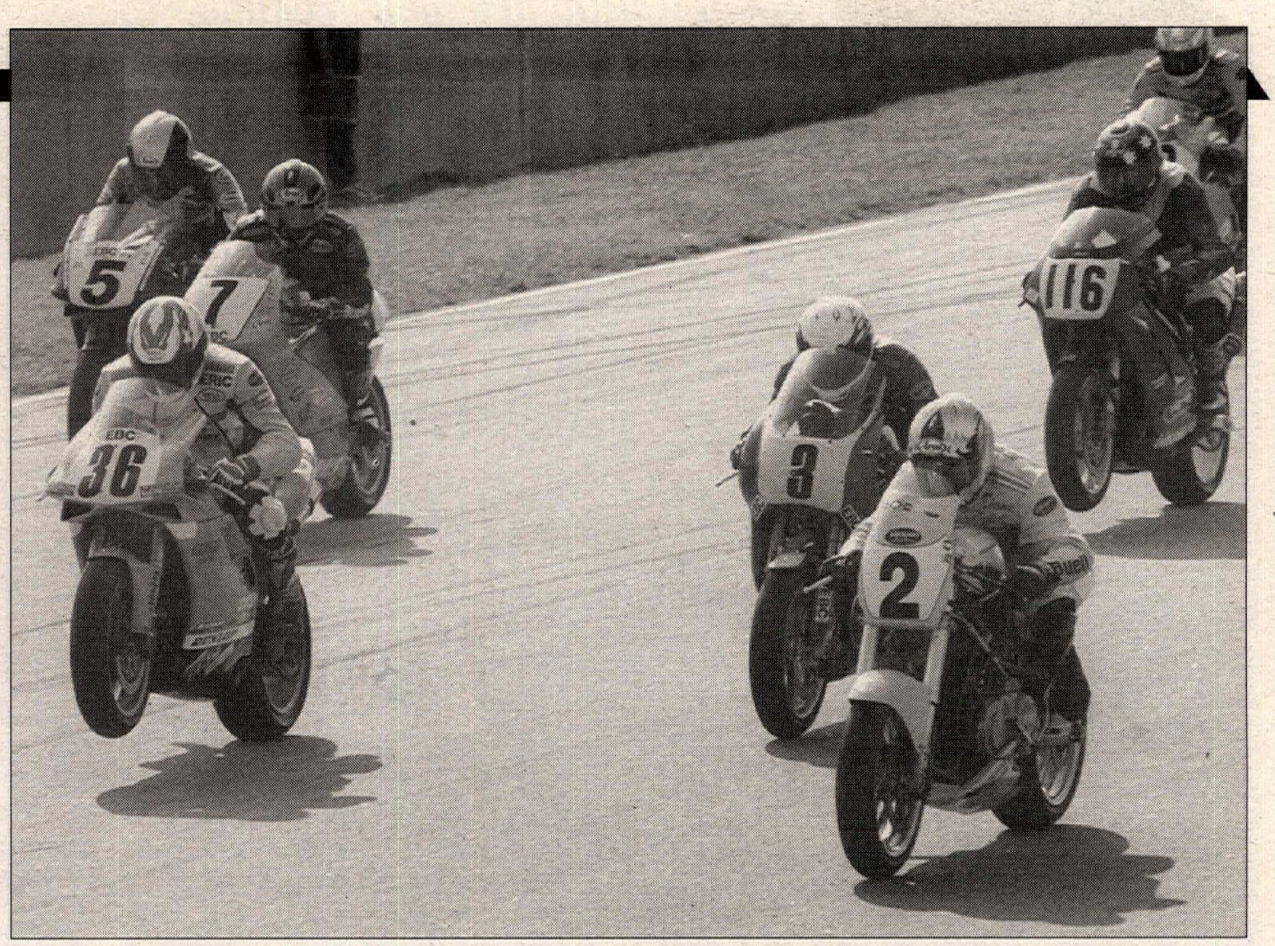
"There's a big hole back there in turn seven and he found it," said Hayes, who was following him at the time. "And I guess at a good time for me and a bad time for him."

Lopez beat Hayes to the line, with Grigg well alone in fourth.

"Through the esses, I was bouncing from curb to curb," Hayes said. "I was riding by Braille. Again, we're pretty happy to get on the box."

Then came Graves and Mori, the pair having swapped spots right to the final lap, when Graves got the better of the pair to take fifth. Mori was a close sixth. The third member of the team, Paul Harrell, had an engine problem that nearly caused him to crash in turn two. He pulled off while in fifth place on the 11th lap.

Vincent Haskovec was by himself in eighth, as was Rad Greaves in ninth. The Dega Racing rider was giving his Suzuki Hayabusa 1300 its maiden voyage. Honda Canada's Jordan Szoke, who rode briefly for Eraldo Ferracci's Fast By Ferracci team last year, was 10th. **CN**



Eric Wood (36) won his first-ever AMA race when he ended up on top of the Pro Thunder final. Dave Estok (2) and Shawn Higbee (3) race Wood to turn one at the start of the final.

Road Atlanta
Braselton, Georgia
Results: June 5, 1999 (Round 5 of 12)

SUNOCO RACE FUELS FORMULA XTREME: 1. Nicky Hayden (Hon); 2. Grant Lopez (Suz); 3. Joshua Hayes (Suz); 4. Steve Grigg (Kaw); 5. Chuck Graves (Yam); 6. Takahito Mori (Yam); 7. Mark Miller (Yam); 8. Vincent Haskovec (Yam); 9. Rad Greaves (Suz); 10. Jordan Szoke (Hon); 11. Clint Brotz (Yam); 12. Scott Carpenter (Yam); 13. James Doerfler (Suz); 14. Kurtis Roberts (Hon); 15. Randall Mennenga (Suz); 16. Johnny Rock Page (Yam); 17. Gregory White (Suz); 18. Billy Ethridge (Kaw); 19. Devin Battley (Yam); 20. Paul Harrell (Yam); 21. Mark Junge (Kaw); 22. Chad Simons (Suz); 23. David Roy (Duc).
Time: 21 min., 45.117 sec.
Distance: 15 laps, 37.8 miles
Average speed: 105.095 mph
Margin of victory: 4.041 sec.
SUNOCO RACE FUELS FORMULA XTREME C'SHIP POINT STANDINGS (After 5 of 12 rounds): 1. Kurtis Roberts (151/2 wins); 2. Grant Lopez (126); 3. (TIE) Nicky Hayden (3)/Mark Miller (123); 5. Joshua Hayes (119); 6. Steve Grigg (109); 7. Rad Greaves (91); 8. Takahito Mori (90); 9. Mike Sullivan (89); 10. Paul Harrell (88); 11. (TIE) Cory Call/Chris Voelker (80); 13. (TIE) Jeff Hagan/Al Salaverria (64); 15. Clint Brotz (61); 16. Jeff Short (53); 17. Chuck Graves (51); 18. Devin Battley (46); 19. Johnny Rock Page (45); 20. Gregory White (42).

Upcoming Rounds:
Round 6 - Elkhart Lake, Wisconsin, June 12
Round 7 - Loudon, New Hampshire, June 19

AMA/Progressive Insurance Pro Thunder
Round 6: Road Atlanta

Wood's first

By Henny Ray Abrams

BRASELTON, GA, JUNE 6

Regardless of which one won, of the two riders with a reasonable shot at winning the Progressive Insurance Pro Thunder race late on a warm Sunday afternoon at Road Atlanta, it was certain that a first-time victor would emerge.

Neither Penguin Road Racing School's Eric Wood nor HMC Racing's Shawn Conrad had ever won an AMA race, but that would have to change. Just who would get their first win wasn't decided until the final lap.

The Ducati 780-mounted Wood and Conrad, on a Ducati 748, along with the Buells of Tilley's H-D's Shawn Higbee and Motorcycle Online David Estok jetted away from the 22-rider field at the start - the quartet eminently faster than the rest.

For a few laps they stuck together but soon they began to spread out, and then came the onset of the inevitable attrition, which would eventually decimate the class like a plague.

Estok never came around to complete the ninth lap. In the press room there was some gallows humor that his Buell had been recalled in the middle of the race, a reference to the recent recall of every Buell motorcycle. The truth was that it a transmission problem that had cropped up a few laps earlier.

When he made his premature exit, Estok was just off the back of the leaders - Wood and Conrad - with Higbee well back and off the pace. When Estok, left, that gave Higbee a very secure but very lonely third. He'd finish about 30 seconds behind the leaders.

"I've got to be happy with that today," Higbee said. "The Tilley Buell ran great today. I was a little bit off-key myself and had some brake troubles and other problems, but overall I was real happy to finish third out there. I've got to put a big hand out for Don Tilley. The motor ran great in just a really tough environment."

Wood had the green Ducati in front until Conrad came by in turn one to start the 12th lap. He held it for two more, with Wood making his assault on the backstretch on the final lap. Using the power of the Ducati, Wood motored by into the chicane, and then held off Conrad's charge in the final few turns to the finish.

"We ran into a little bit of slower traffic," Conrad explained about the last lap. "Going into seven on the last lap, I tucked my front end and I ran wide onto the rumble strips. He was right there and he late-braked me into 10, I believe it is, and we both ran a little wide and we were fighting position over the hill and he got it, so my hat's off to him. But that's the greatest second place I've ever had. It's a lot of fun."

Wood said that he'd started to fade a bit at the halfway point.

"I was trying to tail him. I was going to tuck in behind him. I knew we were going to come into traffic. I'm going to try to be opportunistic," he said. "The last lap I closed right up on him at the end of that back straightaway and we caught a draft and it was just who's going to brake last. I stuffed up the inside. We both kind of lost it, but I held the inside line - it was on the hill. If you're going around me, you're going around the outside, and we pulled it off."

By finishing in front of Higbee, Conrad stretched his championship lead. With Road Atlanta marking the halfway point in the season, Conrad leads Higbee, 179-158. Billy Graef, ninth today, is third on 50 points.

Fourth on the day went to Silverman Racing Museum's Jeffrey Nash on a Ducati 944. Nash was alone, as was the fifth-place finisher, Pat's Auto Sales' Bimota 985-mounted Pat Mooney.

Next came a pair of Ducati 748s, the first belonging to Freeohio Motorsports' James Lickwar, the second to Tom Hull.

Michael Gage was eighth on his Dunbar Euro-Sports Triumph, with Graef ninth and Thomas Fournier 10th on a Ducati out of Dunbar Euro-Sports. **CN**

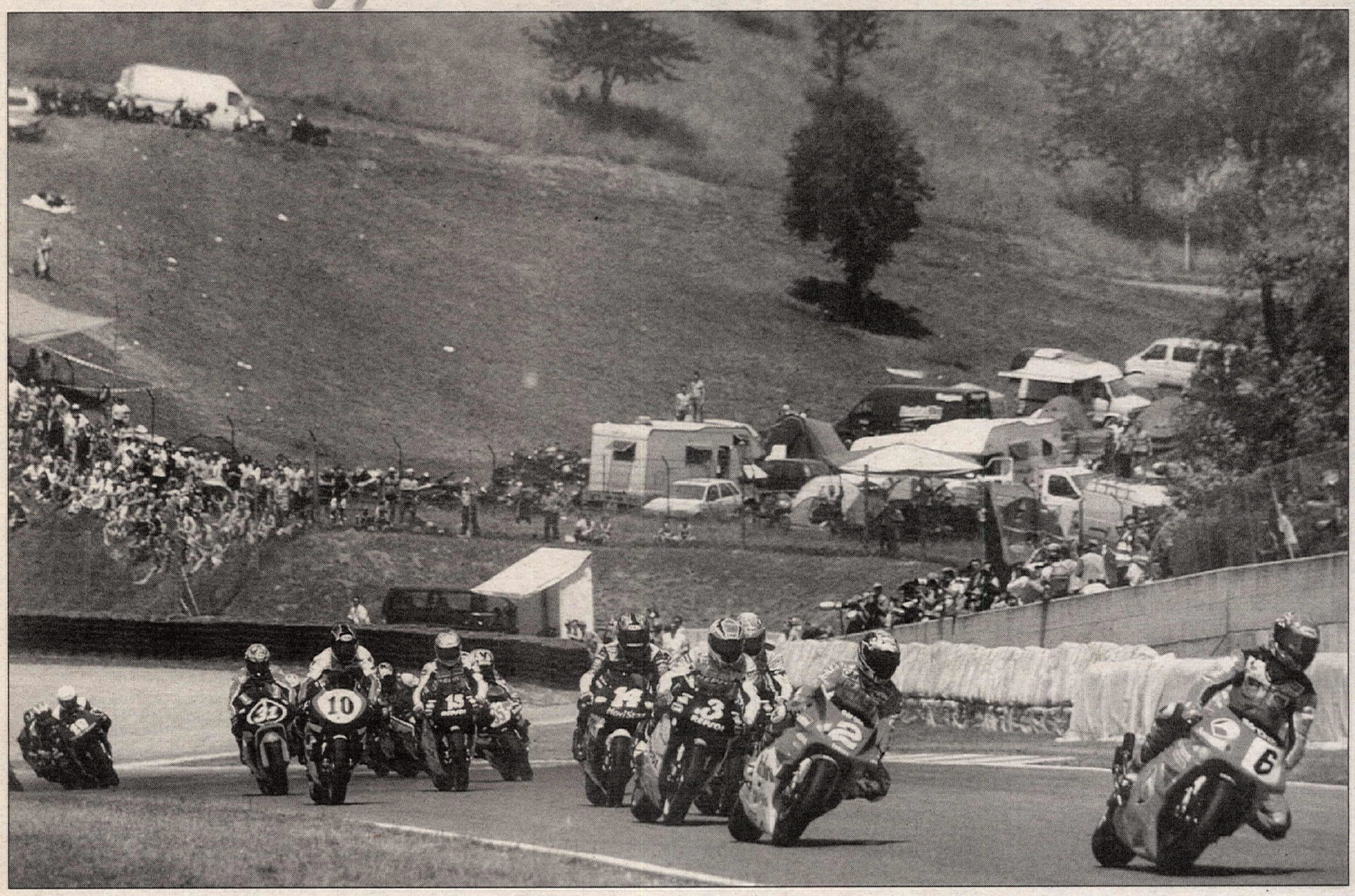
Road Atlanta
Braselton, Georgia
Results: June 6, 1999 (Round 6 of 12)

PROGRESSIVE INSURANCE PRO THUNDER: 1. Eric Wood (Duc); 2. Shawn Conrad (Duc); 3. Shawn Higbee (Bue); 4. Jeffrey Nash (Duc); 5. Pat Mooney (Bim); 6. James Lickwar (Tri); 7. Tom Hull (Duc); 8. Michael Gage (Tri); 9. Billy Graef (Bue); 10. Thomas Fournier (Duc); 11. John Long (Duc); 12. Robert Gonzales (Duc); 13. Cory Call (Duc); 14. Andrew Davis (Duc); 15. Christopher Boy (Lav); 16. Robert Robbins (Duc); 17. David Estok (Bue); 18. Fred Stucky (Duc); 19. Brian Honeycutt (Bue); 20. Richie Morris (Bue).
Time: 22 min., 45.300 sec.
Distance: 15 laps, 37.8 miles
Average speed: 100.461 mph
Margin of victory: 0.340 sec.
PROGRESSIVE INSURANCE PRO THUNDER C'SHIP POINT STANDINGS (After 6 of 12 rounds): 1. Shawn Conrad (179); 2. Shawn Higbee (158); 3. Billy Graef (150); 4. Cory Call (146); 5. James Lickwar (141); 6. Tom Hull (126); 7. Bill St. John (121); 8. Thomas Montano (114); 9. Jeffrey Nash (96); 10. Christopher Boy (94); 11. Michael Gage (90); 12. Richie Morris (82); 13. Gavin Slabbert (80); 14. Robert Gonzales (73); 15. David Estok (69); 16. Chris LaCruze (59); 17. Tom Chauncey II (51); 18. Richard Haas (49); 19. (TIE) Thomas Fournier/David White (47).

Upcoming Rounds:
Round 7 - Elkhart Lake, Wisconsin, June 13
Round 8 - Loudon, New Hampshire, June 20

Round 5: Italian Grand Prix

WORLD CHAMPIONSHIP ROAD RACE SERIES



Norick Abe (6) led the Italian 500cc GP from Max Biaggi (2) and Alex Criville (3), but it didn't last, as the Japanese rider crashed before the completion of lap one.

Criville

By Michael Scott
Photos by Gold & Goose

MUGELLO, ITALY, JUNE 6

While the cat's away, the mice will play. And what a game they had at the scenic Mugello circuit in the Tuscan foothills outside Florence.

The 500cc Grand Prix was won by the absent giant Mick Doohan's Repsol Honda teammate Alex Criville - his third victory in as many races. But home hero Max Biaggi, in a genuinely heroic ride, pushed him all the way. Riding with bad hand injuries sustained in France just two weeks earlier, Biaggi had the pin taken out of his broken left little finger before the race and struggled with pain and fatigue throughout practice. But in the race the Marlboro Yamaha rider forgot all that. He led the early laps, dropped back to third, and then regained the lead on the final time around the sweeping and spectacular 3.25-mile race track. But the 50,000-odd fans enjoying the bright sunshine were disappointed as Criville pulled one last move on the final corner to lead across the line by a quarter of a second.

There were thrills all the way down a field depleted by crashes, with Repsol Honda rider Tadayuki Okada only just hanging on to third from an inspired Tetsuya Harada on the Aprilia twin. Harada had started from pole - a first for the lightweight bike, but set using qualifying tires. Then in the race he had forged through the field, passing a number of V-fours. Given one more lap, he might also have also passed Okada.

Kenny Roberts Jr. was fifth on the outpaced Suzuki. He'd started well, only for Harada to lead the Red Bull Yamaha of Regis Laconi and Sete Gibernau - on Doohan's V-four Honda - down the straight. Laconi crashed out soon afterward, and Roberts managed to narrowly get back ahead of Gibernau across the finish line.

Like all the races, the pace was relatively slow. One reason was that Michelin had advised a change of tires to take account of higher temperatures, which didn't seem to suit anybody. Another reason was that Doohan wasn't there, and his lap record still stands.

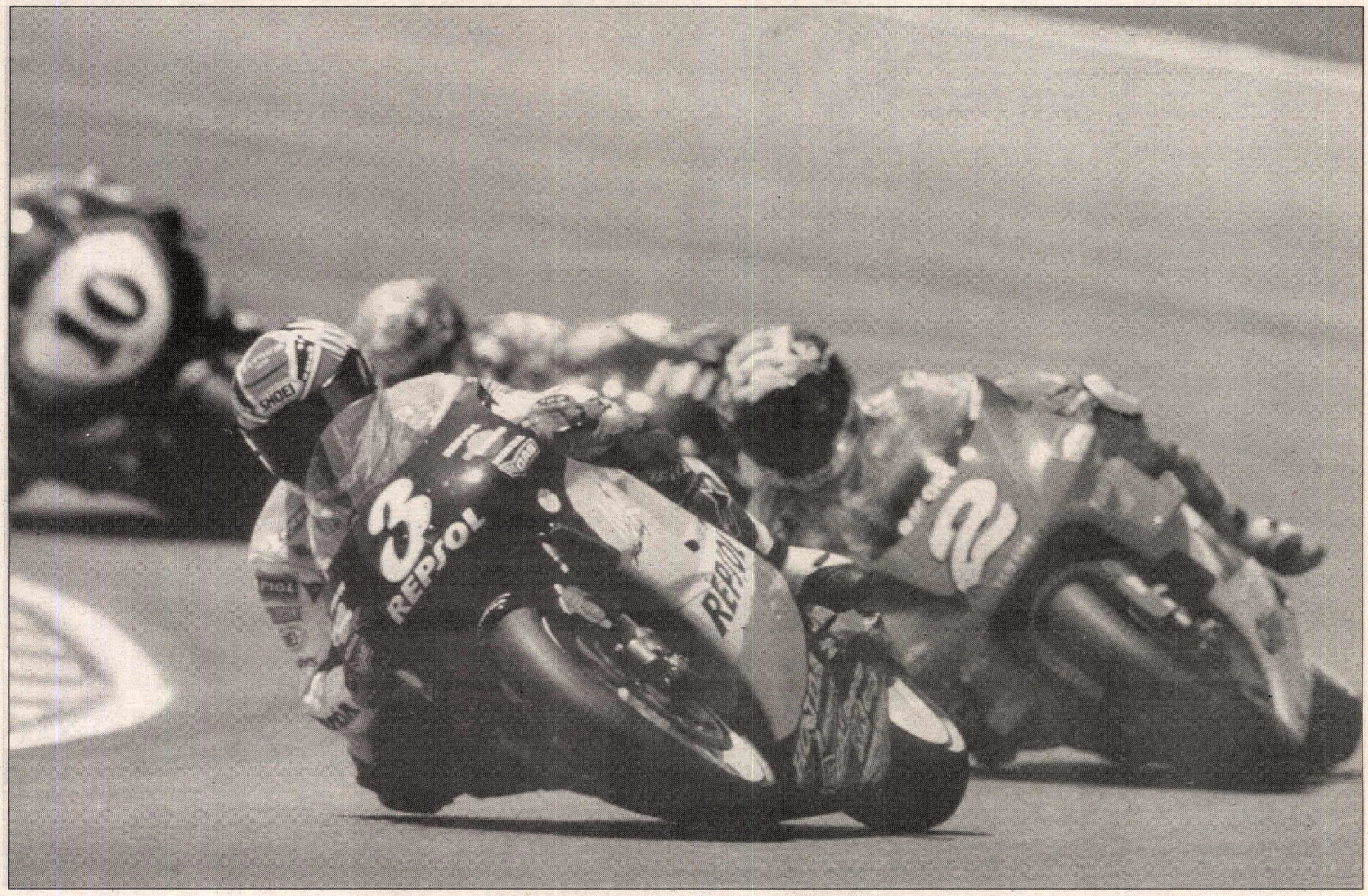
Aprilia's Valentino Rossi overcame his poor practice form to win a controversial 250cc Grand Prix from Aprilia's Ralf Waldmann and points leader Tohru Ukawa. The controversy came in the first few feet after Elf Axo Honda's Loris Capirossi swerved into pole starter Marcellino Lucchi and his DocShop Aprilia, knocking the older man off in front of the whole pack. Chesterfield Yamaha rider Toshihiko Honma was unable to avoid the fallen bike and also crashed, but everybody else passed safely.

Reigning World Champion Capirossi reinforced his reputation as a bad boy of racing when he was black-flagged for dangerous riding - but ignored the flag for some eight laps. He later claimed he had not seen it. Capirossi was disqualified from the final race of last year for a similar barging incident, only to be reinstated later on appeal, but he was still fired from the Aprilia factory team.

Worse still, Capirossi had also overtaken Ulsterman Jeremy McWilliams under the yellow flag, for which he would also have been penalized.

Taking all this into account, the new race direction committee banned Capirossi for one race (see "Briefly...").

Vasco Rossi Aprilia's Roberto Locatelli took a second successive 125cc GP win, and the second of his career, prevailing over a desperate eight-bike battle in a thrilling 125cc race. Playlife Honda's Marco Melandri was second



Criville (3) leads Biaggi (2), Tadayuki Okada (hidden) and Kenny Roberts Jr. (10) early in the 500cc GP. Criville beat Biaggi on the last lap to score the victory.

and come-back man Noboru Ueda, injured in the French GP, was third in an impressive return to form. The first 11 riders finished within less than 1.5 seconds after a racelong battle that saw the lead change over and over again.

500cc GRAND PRIX
23 LAPS, 74.793 MILES

Yamaha's Norick Abe leaped away first, with Biaggi also getting a flier from the fourth row to follow the Japanese rider around. He overtook him in the final corner, a soaring right-hander U-bend, whereupon the luckless Abe promptly hit a bump and crashed, his race over before the completion of lap one.

Criville was close behind, followed by Okada and Roberts, who had picked his way past several slower starters to hook on close behind the leading trio. And that's the way it stayed for six laps - except for the fact that Criville had eased his Honda inside Biaggi under braking at the end of the straight on the fifth time around. But at this point, it was plain to see that Roberts, while fast through the corners, was struggling to keep pace on the long straight - using a completely different slow entry line for the last corner so as to get a fast-enough exit to stay in the draft.

It couldn't last, and from then on he started to lose time gradually. By lap 10 he was one second behind and had lost the draft completely.

"I also made a poor tire choice, changing at the last minute - but when you're down on power, you don't have a good tire feel anyway," Roberts explained afterward.

He started to drop away rapidly and by the 15th lap the gap was five seconds.

It was then that Okada finally managed to put a successful move on Biaggi, also into the first corner. But Biaggi, who later denied that he was on painkillers, was in no mood to accept anything but the best, and one lap later he was back in front. This was enough to demoralize Okada, whose front tire was starting to slide, and he dropped away from the leading battle.

Now there were two still fighting it out. Biaggi got back in front on laps 19 and 20 after Criville ran wide in one of the chicanes. Then the Spaniard pulled the usual outbraking move at the end of the straight to regain the lead with three laps left. He seemed to be in control, especially considering Biaggi's condition.

Then came the last lap, and Biaggi once again found a tighter entry to one of the fast S-bends. Amazingly, it seemed he might win. And this remained the case right up until the last corner, when Criville - riding much more aggressively than he ever did against Doohan - dived inside into the last corner and crossed the line ahead.

"That was a very, very hard race," a happy Criville said later, his stature and confidence growing with each win. "I was riding on the limit and Max was pushing all the way. My bike was sliding all over the place."

Like Roberts, he also had made a last-minute tire change.

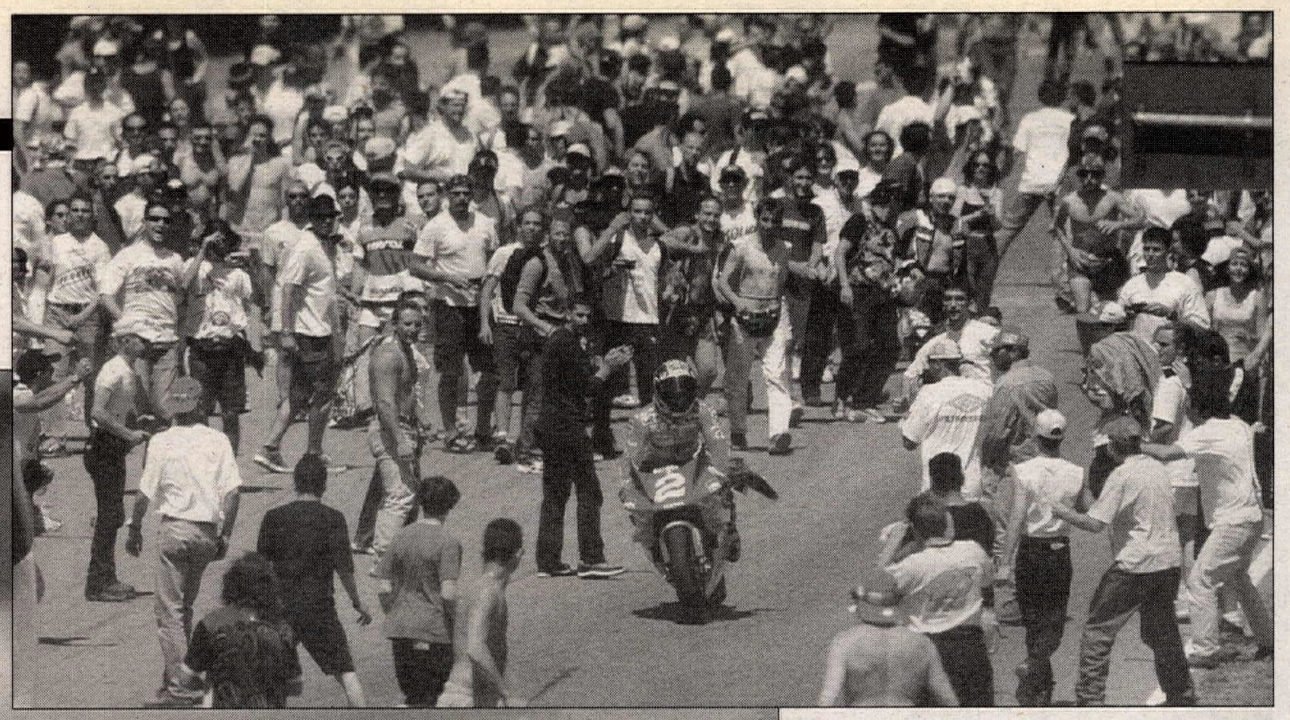
"That was probably why I found the bike a lot harder to ride," he said.

Biaggi for his part was happy with second. After the race he collapsed in his pit, and the glove had to be cut off his left hand. Of course he played the injury to the maximum, but it was still impossible not to be mighty impressed - it had been an incredible effort after his problems in practice.

"My plan was to follow whoever was in front, but when I saw a gap on the final lap, I went for it," Biaggi said. "Then I had a slide coming out of the last chicane, and that left room for him to pass me easily into the last turn. To get eight or 10 points today would have been great. To get 20 is incredible."

The other highlight of the race was happening behind those two. Harada, whose Aprilia had hesitated off the line and then coughed twice more on the first lap, finished the first lap in 12th place. Then it started to run smoothly, and he began a marvelous run.

again



(Right) Max Biaggi gets mobbed by an adoring Italian crowd after finishing second in the 500cc GP.
(Below) Testsuya Harada (31) gave Aprilia a fourth-place finish in the 500cc GP. Here, he leads Regis Laconi and Sete Gibernau.

He was in the top 10 on lap two and took no time at all to get past Borja's V-four, followed by fellow slow starter John Kocinski's V-four Honda. But he soon left the American behind as he picked his way up, suffering no apparent speed disadvantage on the straight, and clearly quicker through the corners.

By lap seven he'd closed up on the second group, where Checa had caught up with Gibernau's V-four and Laconi's Yamaha. It took two more laps before the little Italian bike passed the Marlboro Yamaha. Then he left Checa behind as he closed up again on the other pair, now a little way ahead again. On lap 13 Harada passed Gibernau going into the fast Arrabbiata corner, and Laconi going into the next chicane. Now he was just over two seconds behind the fading Roberts' Suzuki, with 10 laps remaining.

It only took one lap for him to close up, bringing both his most recent victims with him, and now it was plain to see how slow the Suzuki was - now the tires were worn out, so Roberts could no longer contrive a better launch onto the straight. At the end of lap 16 Harada passed Roberts on one side at the end of the straight while Laconi passed him on the other.

Laconi lasted only one more lap, losing the front as he strove to stay with Harada and escaping unhurt while his bike cartwheeled to destruction. Meanwhile, Harada was closing down on Okada, who had the pit signals to tell him, but he wasn't able to do anything about it. He just saved third, a gap of 1.4 seconds at the start of the lap cut in half by the end.

"I'm disappointed because of the troubles in the first lap," said Harada later. "I don't know that I could have won, but I would have had a chance at the podium. My bike was good, and fast on the straights, and my tires lasted well."

Gibernau did pass Roberts, but in his first ride on the V-four Honda was powerless to resist when the American fought back, finishing less than a tenth of a second behind.

Checa was a disappointed seventh, well out of touch.

"We need to do more work to get the bike right for my riding style," he said.

Then came Kocinski, who never did get going properly and only just managed to hold off his racelong shadow - Juan Borja and his Movistar Honda.

Luca Cadalora's MuZ was almost 20 more seconds behind, his strong practice form deserting him.

"The handling was quite changed with a full tank," said Cadalora. "And by the time the fuel load got lighter, the tires were too worn. But we're learning all the time."

Haruchika Aoki was 11th and top V-twin Honda on the TSR Honda, with Simon Crafar's factory Yamaha next, five seconds ahead of Sebastien Gimbert's V-twin Honda. Briton Jamie Whitham was 14th in his second Modenas ride, saying afterward: "It's embarrassing. I've never made so many mistakes in a race in my life."

Another 20 seconds down came Dee Cee Honda rider Markus Ober, finishing 15th to earn a single point.

As well as Laconi and Abe, wild card Paolo Tessari crashed the Paton spectacularly on the first lap, and a troubled Alex Barros crashed at the start of the second lap, outbraking himself into the first corner. Jean-Michel Bayle retired the Modenas with ignition trouble, while Jurgen van den Goorbergh pulled out with 17 laps remaining after sticking in close formation with MuZ teammate Cadalora; a piston had broken - an unprecedented fault, according to team boss Rolf Biland.

Roberts had the small consolation of fastest lap on the second time around, half a second down on Doohan's record.

Criville's third win made him the first man other than Doohan to win three in a row since Wayne Gardner in 1988. It also stretched his title lead to a handy 40 points - 104 to Roberts' 64. Checa and Gibernau each have 56, Okada 48, and Biaggi 47.

250cc GRAND PRIX
21 LAPS, 68.289 MILES

It was a miracle that nobody else was involved in the crash that eliminated Lucchi and Honma; meanwhile, second-row starter Jeremy McWilliams took the advantage of the clear track ahead to lead the first lap from Capirossi, Ukawa and Perugini. Rossi was in fifth, slipping past fast-starting Briton Jay Vincent's privateer Padgetts Honda before the end of the lap.

It took a while for them all to get sorted out, with Rossi biding his time as first Capirossi and then Ukawa led, with McWilliams dropping away to sixth as Waldmann and Battaini came through, the leaders still in a bunch. But Rossi was ready.

"I waited three laps to get my rhythm and be sure of the tires, then I went," he said later.

Soon there were just four up front, with Ukawa and Rossi disputing the lead and Capirossi and Waldmann close up behind. Then a slip by Ukawa on lap seven let Rossi escape, and from that point on the dramatically painted Aprilia just carried on, pulling away to an assured victory. By two-thirds distance he was more than five seconds ahead, and still 2.6 ahead after an extravagant wheelie the full length of the long finishing straight.

"I saw the crash after the start, and it was very dangerous," Rossi said. "But I think it was the only way to stop Lucchi from winning the race."

Rossi's own biggest problem came after the finish, with a track invasion by Italian fans that made it difficult for him to complete the slow-down lap at all. Then, halfway around, a Dorna cameraman standing in the middle of the track forced him to brake so hard that he did fall off.

"The Italian people are crazy," he smiled indulgently afterward.

The other three were left to dispute second, the two Hondas swapping back and forth, with Waldmann watching from close behind. Then the black flag came out on lap eight.

"At first I thought it was for me," said Waldmann afterward. "Then I saw the number one."

Capirossi, its intended victim, apparently did not see it, because he continued for lap after lap, to the exasperation of his team, who was also trying to signal him in. He was at the back of the trio after three laps of this and seemed to be riding less aggressively - but he still didn't obey the instruction until after lap 16.

Waldmann passed Ukawa cleanly on lap 12 and stayed in front to the finish. But the Japanese Shell Advance Honda rider didn't ease the pressure and was less than a tenth of a second behind across the line.

The next three had been locked in combat for much of the race - Battaini's FGF Aprilia making much of the running from Shinya Nakano's Chesterfield Yamaha and McWilliams' similar '98-spec Aprilia. Then, in the closing stages, McWilliams put his head down and pulled out a small but useful advantage for fourth, his best result of the season, with Nakano next and Battaini sixth, just over half a second down. Roberto Rolfo had been with this group, but the Vasco Rossi Aprilia rider escaped a penalty for an obvious jump start when he crashed with 11 laps to go.

A little way back, the ever-impressive Jay Vincent had been battling with Stefano Perugini, production Honda against factory machine. The smart money would be on Perugini's faster bike, but Vincent managed to pull ahead in the last couple of laps to claim seventh.

Sebastian Porto was ninth on the

(Left) Valentino Rossi (46) won the 250cc Grand Prix. (Below) The Italian hero was also mobbed after the race.

Semprucci Yamaha, outdistancing Luca Boscoscuro's Polini Honda in the closing stages; Masaki Tokudome led the next group over the line, with Johan Stigefelt next, inches ahead of 13th-placed Tomomi Manako's Kurz Yamaha.

Dutchman Rob Filart and wild-card rider Ivan Clementi had a spectacular crash, with the Italian rider's bike breaking in half. Fortunately, neither rider was hurt. Jarno Janssen also crashed out on the second Rizla Honda.

Australian Anthony West had a dire afternoon, his clutch lever breaking on the second Shell Advance Honda. He pitted for a replacement but was not classified as a finisher.

Ukawa extended his title lead over Nakano, 101-72. Rossi has 70 after his second win; Capirossi has 57 points, with Battaini sitting on 46.

125cc GRAND PRIX
20 LAPS, 65.038 MILES

This classic circuit lends itself to close 125cc racing - and how. This time there was a gang of eight contesting the lead, swelling to 12 as the middle of the race approached, and hardly smaller at the finish. The most amazing thing was that there were no crashes, in spite of some impressively desperate riding.

There was only a slightly smaller number of leaders, as one rider after another tried in vain to break away. To name only those who led across the line would take up too much space, but they included Gianluigi Scalvini (who retired shortly thereafter), Lucio Cecchinello, title leader Masao Azuma, Simone Sanna and Frenchman Arnaud Vincent, who headed laps 18 and 19.

But it was French GP winner Roberto Locatelli who had the lion's share of the leading, and it was he who was in front at the time that really mattered, with youngster Melandri timing his charge perfectly to take second, and Ueda a popular third. Then came Sanna, Vincent, hard charger Emilio Alzamora,

Harada makes history

Tetsuya Harada made a little bit of history at Mugello, claiming Aprilia's first-ever pole position in the class for their twin-cylinder lightweight alternative 500. He did so by a handsome margin of seven-tenths of a second. But the Japanese rider freely admitted he had used special qualifying tires for the one-lap wonder.

"I know I cannot go that fast on race tires," he said.

In the continuing absence of Mick Doohan, and with home hero Max Biaggi battling injury, practice had been largely uneventful until the closing minutes. Kenny Roberts Jr. had led both morning "free" sessions but had struggled in the afternoons, with not only Harada but also Alex Criville, John Kocinski and Tadayuki Okada making the best of the more-important afternoons. Then, at the finish, riders started laying down their bids for pole.

Roberts was first, slotting into the top of the list with just over two minutes remaining. He'd run the feistier and faster 180-degree engine on day one but had switched back to the tire-friendlier 90-degree semi Big Bang on day two.

"I finally started getting my head right in the second part of the last session," he said. "This is one of those tracks where you have to go slower to go faster, and once I relaxed a bit, the times improved. I knew that I might get knocked off pole, but I was happy with anywhere on the front row."

Just over half a minute later came Harada's successful bid.

"I know I cannot do that speed in the race, but I will try and stay with the leaders as long as I can," he said.

There were less than 20 seconds remaining when Kocinski put his cards on the table. He was just over three-tenths down on Roberts, but it put him fourth overall on the Kanemoto bike, for there was one more coming - points leader Criville, who moved up to second with just eight seconds left, just a tenth ahead of Roberts. He might even have displaced Harada on his next lap, except that he was balked when he came up behind Simon Crafar's Red Bull Yamaha.

"I don't blame him - he was also going for a fast time - but I am upset with the number of riders who tried to follow me," said Criville, in an unconscious echo of a sentiment often expressed by his absent teammate Doohan.

Norick Abe led row two, top Yamaha on his year-old bike. Then came Luca Cadalora after a brilliant couple of days in which he had fully demonstrated not only what a good rider he is, and what a fast engine the MuZ has, but also that this year's British-built chassis is also a big improvement over last year's. He had overtaken Criville's Honda down the straight at one point, and the top-speed figures from the last, fastest session proved the point. The MuZ was equally as fast as Biaggi's Yamaha, at 192.8 mph. Juan Borja's was the fastest Honda, at 191.8 mph, while Roberts' Suzuki managed only 187.5 mph and Harada's Aprilia just 186 mph.

The important change to the MuZ had been revised ignition curves, which improved throttle response, said chief engineer Urs Wenger, while Cadalora added, "Tomorrow I think I can be with the leaders for sure."

Okada came next, failing to improve on the second day.

"I'm still confident, because I have started to feel comfortable on the bike for the first time this year," he said.

Borja rounded out the second row and Carlos Checa led the third. The new Yamaha rider continues to have a patchy season on a bike that has become a lot faster but seems to have lost predictability and become nervous.

"I'm lacking the confidence in the front wheel to push it hard through the chicanes," he explained. "But I can do consistent times, so I am hoping for a good result."

Regis Laconi was alongside, then Jurgen van den Goorbergh on the second MuZ, also enjoying the new-found performance.

"I didn't expect the bike to get so much better so quickly," he said.

Then came Sete Gibernau, in his first outing on Doohan's V-four, slotting into 12th and having an exciting time getting used to the power compared with his V-twin.

"We've been trying a lot of different settings," he said. "This race is about learning the V-four, and not about setting a fast lap time without knowing how I did it."

Biaggi led row four, a brave performance considering his hand injuries.

"I am not having so much trouble from the fingers, but I am getting very tired," he said. "I prefer the race to practice, when you have to concentrate without breaks, and you can forget your problems."

Alex Barros was alongside, followed by the two Modenas triples, Jean-Michel Bayle just ahead of temporary teammate James Whitham, standing in for the injured Mike Hale.

There were 23 qualifiers, with Mark Willis failing to qualify on the BSL after a terminal engine blow-up on the first day.

This is Aprilia's test circuit - and it showed during 250cc qualifying. As new Aprilia rider Ralf Waldmann put it: "I can feel the bike was developed here. My little Italian is so fast around this track."

Waldmann was fourth, seven-tenths off pole. Fittingly, the man on top was last year's winner and Aprilia's official factory tester, Marcellino Lucchi, 42-year-old veteran of some 25,000 kilometers at Mugello. Lucchi, riding in Docshop colors this year, is still a tester, and he admitted that he has special engine parts.

"They are not so different. If it was a lot faster, then Rossi would already have them," he said.

It was thus all the more remarkable that second went to a Honda - that of Loris Capirossi, fully recovered from his French smash and relying on the well-tested earlier engine parts for his home GP rather than the latest offerings.

"Here is not the place to test new things," he said.

Then came Franco Battaini, once again among the works bikes on his privateer '98-spec Aprilia, and a tenth ahead of Waldmann.

Shinya Nakano's Yamaha led row two after crashing on the final session by trying too hard to match the Aprilias at home.

"It was really difficult this afternoon in the higher temperatures," said Nakano.

That was his preferred bike, and it was damaged, so he had to switch to his second-best, spoiling his chances at the front row.

One major name missing so far is Valentino Rossi, whose psychedelically painted Aprilia was strangely off the pace.

"I came here expecting to win after my race in France (he was miles ahead at Paul Ricard before losing his drive chain on the last lap). I tried a lot of things, but I just couldn't get the bike set up right. Normally when I have problems, we can adjust them out. This time there was nothing we could do," he said, accepting that there seemed no chance of getting anywhere near Lucchi.

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Azuma, defending champion Kazuto Sakata (on the Pileri Honda) and Cecchinello. Sakata also claimed fastest lap in his best race of the year so far.

Azuma still leads with 97 points, with Alzamora next on 78, then Locatelli on 61, Vincent on 50 and Scalvini with 42. **CN**

Mugello Circuit
Mugello, Italy
Results: June 6, 1999 (Round 5 of 15)

125cc QUALIFYING: 1. Roberto Locatelli (2:00.254); 2. Gianluigi Scalvani (2:00.348); 3. Lucio Cecchinello (2:00.623); 4. Noboru Ueda (2:00.697); 5. Marco Melandri (2:00.736); 6. Simone Sanna (2:00.915); 7. Arnaud Vincent (2:00.925); 8. Jeronimo Vidal (2:00.987); 9. Frederic Petit (2:01.308); 10. Gino Borsoi (2:01.426); 11. Emilio Alzamora (2:01.554); 12. Masao Azuma (2:01.573); 13. Kazuto Sakata (2:01.818); 14. Manuel Poggiali (2:01.993); 15. Mirko Giansanti (2:01.996); 16. Max Sabbatani (2:02.414); 17. Steve Jenkner (2:02.431); 18. Ivan Goi (2:02.496); 19. Angel Nieto Jr. (2:02.550); 20. Alessandro Brannetti (2:02.697); 21. Randy De Puniet (2:02.716); 22. Marco Petrini (2:02.900); 23. Reinhard Stolz (2:03.078); 24. Bernhard Absmeier (2:03.084); 25. Marco Tresoldi (2:03.356); 26. Pablo Nieto (2:03.907); 27. Riccardo Chicarello (2:03.931); 28. Gasparo Cafiero (2:05.118); 29. Lorenzo Lanzi (2:05.696).

250cc QUALIFYING: 1. Marcellino Lucchi (154.376); 2. Loris Capirossi (1:54.854); 3. Franco Battaini (1:54.947); 4. Ralf Waldmann (1:55.067); 5. Shinya Nakano (1:55.114); 6. Valentino Rossi (1:55.361); 7. Jeremy McWilliams (1:55.743); 8. Roberto Rolfo (1:56.158); 9. Tohru Ukawa (1:56.249); 10. Toshiko Honma (1:56.573); 11. Jason Vincent (1:56.625); 12. Stefano Perugini (1:56.820); 13. Sebastian Porto (1:57.223); 14. Alex Hofmann (1:57.260); 15. Ivan Clementi (1:57.348); 16. Luca Boscoscuro (1:57.658); 17. Johan Stigfelt (1:57.658); 18. Masaki Tokodume (1:57.863); 19. David Garcia (1:58.104); 20. Jarno Janssen (1:58.311); 21. Anthony West (1:58.828); 22. Tomomi Manako (1:58.875); 23. Filippo Cotti (1:58.914); 24. Julien Allemand (1:59.011); 25. Fonsi Nieto (1:59.418); 26. Rob Filart (1:59.750); 27. Ivan Mengozzi (1:59.750); 28. Matio Rios (2:00.715).

500cc QUALIFYING: 1. Testuya Harada (1:52.454); 2. Alex Criville (1:53.143); 3. Kenny Roberts Jr. (1:53.253); 4. John Kocinski (1:53.612); 5. Norick Abe (1:53.653); 6. Luca Cadalora (1:53.655); 7. Tadayuki Okada (1:53.900); 8. Juan Borja (1:54.044); 9. Carlos Checa (1:54.148); 10. Regis Laconi (1:54.178); 11. Jergen van der Goorbergh (1:54.231); 12. Sete Gibernau (1:54.334); 13. Max Biaggi (1:54.414); 14. Alex Barros (1:54.578); 15. Jean-Michel Bayle (1:54.888); 16. Jamie Whitham (1:55.048); 17. Haruchika Aoki (1:55.208); 18. Sebastien Gimbert (1:56.166); 19. Simon Crafar (1:56.893); 20. Markus Ober (1:57.966); 21. Jose Luis Cardoso (1:57.983); 22. Michael Rutter (1:58.038); 23. Paolo Tessari (1:58.717).

125cc GRAND PRIX: 1. Roberto Locatelli (Apr); 2. Marco Melandri (Hon); 3. Noboru Ueda (Hon); 4. Simone Sanna (Hon); 5. Arnaud Vincent (Apr); 6. Emilio Alzamora (Hon); 7. Masao Azuma (Hon); 8. Kazuto Sakata (Hon); 9. Lucio Cecchinello (Hon); 10. Gino Borsoi (Apr); 11. Mirko Giansanti (Apr); 12. Jeronimo Vidal (Apr); 13. Manuel Poggiali (Apr); 14. Steve Jenkner (Apr); 15. Ivan Goi (Hon); 16. Max Sabbatani (Hon); 17. Angel Nieto Jr. (Hon); 18. Frederic Petit (Apr); 19. Randy De Puniet (Apr); 20. Alessandro Brannetti (Apr); 21. Bernhard Absmeier (Apr); 22. Pablo Nieto (Der); 23. Marco Petrini (Apr); 24. Gasparo Caffiero (Apr); 25. Marco Tresoldi (Hon).
Time: 40 mins., 52.762 sec.
Distance: 20 laps, 65.14 miles
Average speed: 95.61 mph
Margin of victory: 00.271 sec.
Fastest lap: Kazuto Sakata, 2:00.648/97.18 mph, lap 12

250cc GRAND PRIX: 1. Valentino Rossi (Apr); 2. Ralf Waldmann (Apr); 3. Tohru Ukawa (Hon); 4. Jeremy McWilliams (Apr); 5. Shinya Nakano (Yam); 6. Franco Battaini (Apr); 7. Jason Vincent (Hon); 8. Stefano Perugini (Hon); 9. Sebastian Porto (Yam); 10. Luca Boscoscuro (Hon); 11. Masaki Tokodume (Hon); 12. Johan Stigfelt (Yam); 13. Tomomi Manako (Yam); 14. Julien Allemand (Hon); 15. David Garcia (Yam); 16. Alex Hormann (Hon); 17. Fonsi Nieto (Yam); 18. Filippo Cotti (Yam); 19. Matias Rios (Apr).
Time: 40 mins., 52.837 sec.
Distance: 68.40 miles
Average speed: 100.38 mph
Margin of victory: 2.543 sec.
Fastest lap: Valentino Rossi, 1:55.254/101.73 mph, lap 7

500cc GRAND PRIX: 1. Alex Criville (Hon); 2. Max Biaggi (Yam); 3. Tadayuki Okada (Hon); 4. Tetsuya Harada (Apr); 5. Kenny Roberts Jr. (Suz); 6. Sete Gibernau (Hon); 7. Carlos Checa (Yam); 8. John Kocinski (Hon); 9. Juan Borja (Hon); 10. Luca Cadalora (MuZ); 11. Haruchika Aoki (Hon); 12. Simon Crafar (Yam); 13. Sebastien Gimbert (Hon); 14. Jamie Whitham (Mod); 15. Markus Ober (Hon).
Time: 44 mins., 05.522 sec.
Distance: 74.91 miles
Average speed: 101.94 mph
Margin of victory: 00.283 sec.
Fastest lap: Kenny Roberts Jr., 1:53.889/102.93 mph, lap 2

125cc WORLD CHAMPIONSHIP SERIES POINTS STANDINGS (After 5 of 15 rounds): 1. Azuma Masao (97/3 wins); 2. Emilio Alzamoro (78); 3. Roberto Locatelli (61/2); 4. Arnaud Vincent (50); 5. Gianluigi Scalvani (42); 6. Simone Sanna (38); 7. Lucio Cecchinello (37); 8. Noboru Ueda (35); 9. (TIE) Marco Melandri/Kazuto Sakata (30); 11. Jeronimo Vidal (27); 12. Hideyuki Nakajoh (20); 13. Gino Borsoi (19); 14. Mirko Giansanti (18); 15. (TIE) Youichi Ui/Ivan Goi (16); 17. (TIE) Max Sabbatani/Steve Jenkner/Manuel Poggiali (14); 20. (TIE) Katsuji Uezu/Angel Nieto Jr. (11).

250cc WORLD CHAMPIONSHIP SERIES POINTS STANDINGS (After 5 of 15 rounds): 1. Tohru Ukawa (101/2 wins); 2. Shinya Nakano (72/1); 3. Valentino Rossi (70/2); 4. Loris Capirossi (57/1); 5. Franco Battaini (46); 6. Ralf Waldmann (43); 7. Stefano Perugini (39); 8. Jeremy McWilliams (36); 9. (TIE) Marcellino Lucchi/Jason Vincent (29); 11. Sebastian Porto (21); 12. Luca Boscoscuro (19); 13. Roberto Rolfo (17); 14. Anthony West (15); 15. Masaki Tokudome (14); 16. (TIE)

(Right) Robert Locatelli (center) celebrates his 125cc GP victory along with Marco Melandri (left) and Noburou Ueda (right).

(Right) Biaggi congratulates Criville on the 500cc podium.

Olivier Jacque/Naoki Matsudo/Tomomi Manako (13); 19. Daijiro Katoh (11); 20. Tetsuya Yamaguchi (10).

500cc WORLD CHAMPIONSHIP SERIES POINTS STANDINGS (After 5 of 15 rounds): 1. Alex Criville (104/3 wins); 2. Kenny Roberts Jr. (64/2 wins); 3. (TIE) Carlos Checa/Sete Gibernau (56); 5. Tadayuki Okada (48); 6. Max Biaggi (47); 7. John Kocinski (38); 8. Norick Abe (37); 9. Juan Borja (36); 10. Mick Doohan (33); 11. Tetsuya Harada (32); 12. Regis Laconi (26); 13. Alex Barros (24); 14. Luca Cadalora (14); 15. (TIE) Nobuatsu Aoki/Haruchika Aoki/Simon Crafar (13); 18. (TIE) Yukio Kagayam/Shinichi Itoh (9); 20. Sebastien Gimbert (7).

Upcoming Rounds:
Round 6 - Catalunya, Spain, June 20
Round 7 - Assen, Holland, June 26

Briefly...

Kenny Roberts is going to build a **V-four** motor, to replace the three-cylinder **Modenas** powerplant that he has run for the past three years. "You may see the new motor before the end of the year," the former three-time World Champion said, while Modenas team manager Chuck Aksland added: "We're working on the V-four now, but we're also working on getting the best out of the V-three, so it's hard to put a timetable on it." Roberts also quashed reports that he would be leaving racing at the end of the year. "I said that this project might be finished - meaning that possibly the Modenas and Proton backing and the Modenas name will not be involved. But our firm will still be there as an engine builder," he said. Roberts has persevered with the three-cylinder engine through two incarnations, without finding the performance needed to challenge the established V-fours. He blames the switch to unleaded fuel last year as a crucial factor in crippling the V-three lightweight's potential.

Kenny Roberts Jr. tried Suzuki's 180-degree motor at Mugello but switched back to the more familiar Big Bang on the second day of practice. The "180" - an earlier type of engine first used in 1994 - is similar to the "Screamer" used by Mick Doohan last year and by all the Honda riders this year. Roberts tried the motor in preseason tests at Phillip Island, and found that with the faster corners at that track, it gave an advantage. "We thought it might be better here, and I used it for the first day," he said. "But we need to do some more work with it, so I switched back to the 90-degree motor that we have more experience with. We're still a little down on top speed, but the bike's balance and cornering is really good. When we do get that speed, you'll know all about it from the lap times." Suzuki's 90-degree motor is a sort of semi-Big Bang. Other Big Bangs use a closer coupling of the cylinder pairs at around 70 degrees, while Honda's 180-degree Screamer revives an engine configuration used by Suzuki and Yamaha more than a decade ago.

John Kocinski and his Erv Kanemoto-led team have been reprieved from immediate financial ruin, with a new sponsor chiming in for the Italian GP, and the possibility of more joining in to fill the empty spaces on the blue bike's fairing. The new addition is Italian ceramics company Unicom Starker, and Kanemoto has hopes of further backing. "One possibility for this year came to nothing, but it might be good for next year," Kanemoto said. "And I am hoping for some positive answers in the next couple of weeks from other people we've approached." The team started the year with no more than skeleton trade backing, and under the threat that after the first two rounds, each race could be their last.

Iron man **Max Biaggi** had the pin removed from the little finger of his left hand so that he could race in his home GP; he was riding with the two little fingers strapped together and zipped into a special glove. And the Marlboro Yamaha rider's predictions that he lacked the strength to fight the bike if anything went wrong came true on Saturday morning, with a high-speed crash. Mercifully, he did not aggravate the injury. Biaggi rode with a special fatter left handlebar grip on his YZR, and a shorter motocross clutch lever, but an experiment with a lighter clutch was not a success.

South African GP organizer Bobbie Hartslief was a Mugello visitor, with a video showing the completed new track at **Welkom**, and reports of their first race there. "All the essential facilities are completed - the pits, the media center, and so on," he said. "We are still building grandstands. But we will have a complete run-through of the GP in the next four months, just to be sure that all the marshals and facilities are up to speed - and if not, we will bring in some experienced marshals to take over." In recent years, GPs in Rio and Malaysia have used marshals from Australia to make up for a lack of local experience. **Jon Ekerold**, South Africa's only World Champion, was a visitor to Mugello. Ekerold, who now lives in Germany, was 350cc champion in 1981.

MV Agusta rider **Gianfranco Bonera**, riding a three-cylinder MV, won another race at Mugello on the weekend of the Italian GP. Bonera narrowly fended off a field of Nortons in a historic race on Saturday afternoon.

The BSL's struggle continued, with the New Zealand team withdrawing from the GP again after their innovative three-cylinder 500 snapped another of the troublesome crankshafts during practice at Mugello. The bike failed for the first time at the first round in Malaysia for the same reason, and a machining fault with the first batch of crankshafts was diagnosed. But they are still waiting for new-spec cranks, essential for the next stage of development for the bike, ridden by Australian Mark Willis. "We had a really successful test in France after the GP," said team manager Dave Stewart. "And the bike was running well here. Then the crank snapped, in exactly the same place as before."

Second Suzuki rider **Nobuatsu Aoki** hopes to be fit in time for the next GP, the Catalunyan round in two weeks - but the team is waiting until closer to the time before making a decision. "I am doing physiotherapy every day, and I have a lot of movement back," said Aoki, who broke his left wrist in two places in a lap-two collision with team-mate Kenny Roberts Jr. two races ago at Jerez. Team manager Garry Taylor said: "We must wait and see. We want for Nobu to be really fit before he returns." It was even possible that factory tester Yukio Kagayama, who broke his ribs in a practice crash in France, would ride the second Suzuki before Aoki, he added.

Two-time British Superbike Champion and former GP star **Niall Mackenzie** was at Mugello, visiting the Red Bull team - but he was quick to contradict rumors that he was the latest potential replacement for the troubled Simon Crafar in that team. "I came to help with some filming the day after the GP," said Mackenzie. "That's been canceled, but there are no plans for me to ride the GP bike." Mackenzie did help the team with tests last year, but then as now he was fully committed to a domestic season of Superbike racing.

Valentino Rossi, riding with his Aprilia and his leathers painted in psychedelic colors "in a tribute to the '70's" (doesn't he mean the '60s?), was penalized for overtaking a slower rider under the yellow flag during practice. It was the slowest guy on the grid, Argentinean Matias Rios. "It was impossible not to pass him," said Rossi. At first his excuse was accepted, but later a time penalty of one minute was added to that lap, which made no difference anyway, and he was fined 1000 Swiss Francs.

Tetsuya Harada may use the latest 16.5-inch Dunlops on his V-twin Aprilia later in this season. The Dunlop-riding Superbikes all use the smaller tires front and rear now, according to a Dunlop spokesman, but they have not found favor in GP racing yet.

Aprilia has added an extra layer of electronic control to Harada's "slick-shift" gearchange mechanism, after his problems finding false neutrals in the early GPs - he even retired in Jerez, fearing a possible gearbox seizure. The new two-stage system developed since then not only cuts the ignition for slightly longer during full-throttle up-shifts, to reduce strain on the gears and allow more time for them to slot home - an extra control parameter inside the gearbox verifies that the next gear is fully engaged before getting the fires burning again. "I've had no problem here at all," said Harada, after claiming the marque's first-ever 500cc-class pole position.

Aprilia was on **pole** in all classes at its home test circuit. The last time all three poles went to the same make of motorcycle was at the Japanese GP at Suzuka at the beginning of last year, when Honda claimed the honor.

A relatively **incident-free** two days of practice saw only 10 crashes - a welcome relief after the injury to Mick Doohan in Jerez and the crashfest at Paul Ricard. The worst injury was to **Toshihiko Honma**, substituting for the injured Olivier Jacque in the Chesterfield Yamaha 250cc team. He suffered a right-ankle contusion, and a possible small fracture to his toe.

Reigning 250cc World Champion **Loris Capirossi** will be suspended from the next round of the series, the Catalunyan Grand Prix, as punishment for a string of infringements at his home Italian GP. The punishment was announced shortly after 8 p.m., after several hours of deliberation. The punishment for his dangerous riding in crashing into Marcellino Lucchi at the start was exclusion from the Italian GP, by black flag. But he had ignored the black flag for eight laps, and the punishment for that would be suspension from the next round. Punishment for passing under yellow flags was rendered redundant by his disqualification from the race. Capirossi was apologetic as he awaited the final decision, but unrepentant. On the collision with Lucchi, he said: "He got a bad start and I got away well. I didn't swerve into him on purpose - I didn't see him, and we didn't hit hard. Often you have this sort of collision after the start. I am sorry for him. I have not spoken to him yet, but I will telephone him to apologize." On the black flag: "I didn't see it. As soon as I did see it, I pulled in. Rules are rules and must be obeyed." On overtaking under the yellow flag: "I didn't see that, either. At that point you are slipstreaming at top speed. It's impossible to see." On the possibility of a one-race suspension: "It's crazy. Too much. I did not ride dangerously, or crash on purpose. Often you have this sort of collision away from the start - there was no heavy impact."

Lucchi had earlier **condemned** Capirossi roundly. "He put everybody in danger, not just me. In my opinion, he must pay for this. I know he said my engine cut out, but this is not true, and I can prove it on the telemetry. As he also didn't stop for the black flag, I think he should be excluded for two or three GPs. Loris was a friend of mine, but after this I don't know if I can forgive and forget."

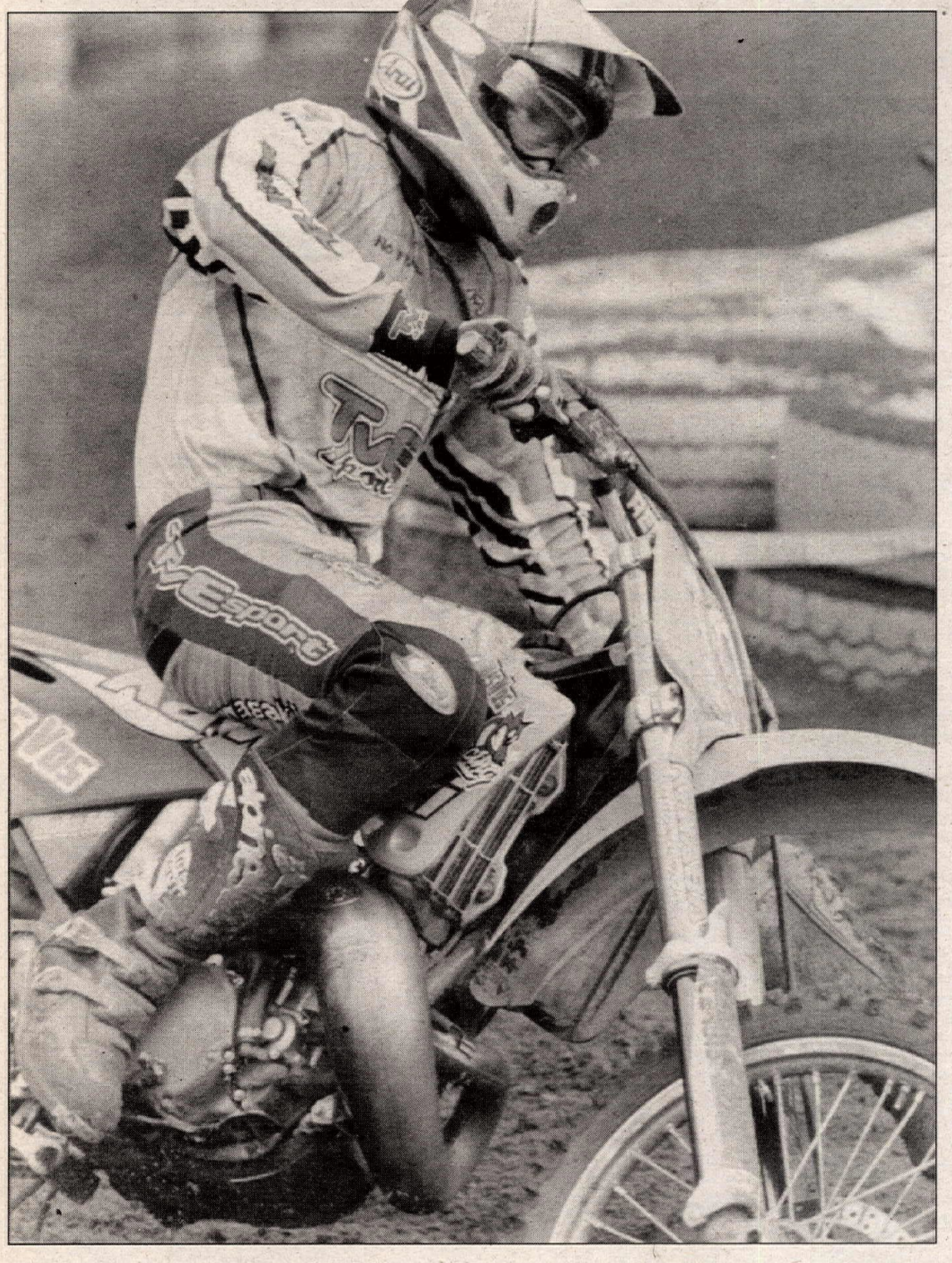
Freddie Spencer is to make a racing return at this year's Suzuka 8 Hours race, riding for his old team boss, Erv Kanemoto. And his teammate will be John Kocinski, back on a four-stroke for the first time since winning the World Superbike title two years ago. "We firmed everything up last week," confirmed Kocinski. "I'm looking forward to getting back on the 750 - I hope the development has not gone off in the wrong direction." Originally, HRC had approached Wayne Gardner to join 1983 and 1985 champion Spencer to contest the prestigious endurance race.

Italian privateer **Franco Battaini** was fined 1000 Swiss francs after his unseemly celebrations for finishing sixth in the 250cc GP. Battaini completed the slow-down lap waving not the usual flag but a giant model of the male sexual organ. The fine was relatively small, said officials, because he claimed he did not know that he was carrying a prick-on-a-stick but that it had been thrust into his hands by a fan. They gave him the benefit of the doubt, but promised harsher punishment for future infringements.

Round 7: Foxhill Motocross Park

FIM WORLD CHAMPIONSHIP 250cc MX SERIES

Shocker in England



Remy Van Rees pulled off an unexpected win at the Foxhill 250cc MX GP in England.

By Geoff Meyer

SWINDON, ENGLAND, MAY 30

Going into the British 250cc Motocross Grand Prix, three riders were expected to fight it out for the overall victory: series leader Marnicq Bervoets, German rider Pit Beirer and Honda factory rider Frederic Bolley. They arrived at the famous Foxhill circuit with one thing in mind: to win it all, of course. Yet, in a shocker, it turned out to be Dutch sand specialist Remy Van Rees who scored the surprising win via a 1-2 result. As for the favorites, Bervoets finished in 12th place, Beirer in seventh place and Bolley in ninth place.

The British Grand Prix has long been considered one of the best 250cc GPs of the year, yet this year's event was - despite the surprising outcome - anticlimactic. First came the torrential rain on Saturday afternoon, preventing the running of the timed qualification session. More overnight rainfall left the spectacular circuit a sea of mud.

Riders arrived on Sunday morning and went ahead with qualification. Frenchman David Vuillemin was quickest with a time of two minutes and 33.06 seconds, followed by English rider Justin Morris, Bolley, Bervoets and Marko Kovalainen. American Ryan Hughes was down in 19th place.

While Vuillemin's time gave him a great starting position, it was Van Rees who led the first lap of the opening moto. Not far behind him followed Vuillemin, Morris, Beirer, Mickael Maschio, Josh Coppins and Hughes. Bervoets looked like he was in all sorts of trouble in 20th place, while Bolley held the 15th position.

Bervoets actually had a good jump, but things started going wrong quickly.

"I nearly crashed into Beirer," he said. "I had to hit the brakes to miss him and lost all my momentum."

Vuillemin, meanwhile, wasted no time in getting to the front and on lap three moved past Van Rees for the lead.

"I felt so good," Vuillemin said. "I knew from the start I got that I could lead early. On this track, with the mud, I had no worries about being the fastest guy out there."

Hughes, who had crashed in qualification and injured his knee, was not about to lay down, and he moved into sixth place on lap two and set about passing Maschio.

"I twisted my knee this morning," Hughes said. "While it hurt prior to the moto, I had little trouble on the track. The mud caused some problems, though - I had to be careful behind Maschio and it took me some time to get by him. I'll tell you, though, we have made a lot of progress with the bike, and that's making the big difference. I felt strong out there."

Hughes finally passed the French Yamaha rider on lap seven and moved into fifth place.

Up front, Vuillemin looked good, pulling out a strong lead over second-placed Van Rees, who, despite his lack of mud experience, was holding his own. Morris was third, followed by Beirer, Hughes, Maschio, Paul Cooper, Kovalainen, Coppins, Leon Geisbers and Gordan Crockard.

Beirer would suffer due to the mud, though, dropping from his top-five position to ninth after a crash.

"I cross-rutted and fell," Beirer said. "The bike was so loaded with mud that it felt like 200 kilos (400 pounds). It was hard to come back after that."

Beirer's problem was nothing compared to what was about to happen to Vuillemin. With a handy lead and eight laps remaining, the Yamaha rider screeched to a stop on one of the Foxhill corners, a blown motor leaving him with a long walk back to the pit area.

"The bike was perfect," Vuillemin said. "I was 15 second ahead, I felt really strong and the win was mine. Then it (the bike) just stopped. I was not sure what it was. I could not believe it."

Hughes, meanwhile, had moved into second place with the French rider's exit. Yet with a huge gap between himself and the leader, he settled in for a safe second place.

"I saw Vuillemin stop and was happy with that," Hughes said. "I knew as the race went on that I would be one of the strongest. I can always count on riders getting tired. I train hard and it helps a lot."

Van Rees went on to win, ahead of Hughes, Cooper, Coppins, Maschio, Geisbers, Beirer, Morris, Crockard and Kovalainen, who rounded out the top 10.

"This is my first-ever 250cc moto win," Van Rees said. "I have won some 125cc GP motos, but this is the premier class. To win here is the greatest moment in my career."

The second moto would not be as dramatic as the first. Still, Van Rees would once again surprise the series leaders.

As he led the first lap of the second race, Van Rees made his intentions felt straight away.

"I don't usually ride great in the mud," Van Rees said. "I knew if I was out of the start quickly, it was going to be tough for the others. The track has formed just one good dry line and we all had to take it."

England's Paul Cooper brought the 15,000-strong crowd to life with his move into second place. The Husqvarna rider held a slight lead over Vuillemin and Maschio, with Bervoets next in line. Beirer held eighth place, with Hughes 10th.

Hughes, who had not complained too much about his sore knee, now appeared to be in pain as he charged through the field, moving into seventh place on lap five before again coming across Dutch rider Leon Geisbers. (The two have battled all season long.)

"My knee was a big problem," said Hughes. "I did my best to keep with the riders up ahead, but in the end I just had to rest and hope for a top-10 finish."

Vuillemin's plan was a little more electrifying, as he bolted into the lead on lap 10.

"I had a good feeling today," Vuillemin said. "This could have been the best weekend ever. I lost some points in the start of the year, so now I want to win motos."

Further back, Hughes lost some places and with the moto running down he was in ninth place.

"It was tough," Hughes said. "Coming from Southern California, these types of conditions are difficult. I lost places to Coppins and Bervoets. If I had not been injured, I think I could've hung in there a little better. My condition was great."

Vuillemin went on to win by some 20 seconds, with Van Rees second, Bolley third, Geisbers fourth and Cooper fifth.

Van Rees was, typically, surprised by his overall win, yet the Dutch rider has long been a talent in his homeland.

"Hey, I'm really happy about this," Van Rees said. "I did not get many points in Brazil. We also had bike problems in Brazil. I don't really understand that I have won this race. Normally I don't like muddy races, so this is a big surprise."

Cooper was also delighted to be runner-up in front of his home crowd.

"I got a much better start," Cooper said. "I made a good first lap, then Vuillemin crashed and I got by Van Rees. Then I made a mistake and crashed. It took me a long while to get the bike going again, and I got fifth in the moto. Still, I am happy with second overall, for sure."

Hughes is sure that once his leg improves, he will be back for a win.

"The next round will be in Italy," Hughes said. "The track there has some

jumps; it's a good track for Americans. It will be hot and I'm looking at winning there."

As for the top two in the series points - Bervoets and Beirer - both were not happy with their weekend. Beirer's 19 points was just enough for him to keep second in the series, but his ride was a long way from being a championship-winning performance.

"The track was very bad in the second race," Beirer said. "Not so much the mud, but just the one line. At one moment, I got off the line and jumped off the track. From there, I just wanted to finish. It's not the result I wanted, but the championship is a long one and at least I did not lose points on Bervoets."

Bervoets came back to claim a 10th place in the second moto, although he was very unlucky.

"I was fourth, behind Maschio," Bervoets said. "Then, coming over a jump, he crashed. I did not see that he had crashed and I rode into him. I also crashed very hard and lost only one place to Vuillemin, but I had mud all over my hands and bike. It was too difficult to get a better result. I guess, at least, I still lead the championship, and that is the most important thing." **CN**

Foxhill Moto Park
Swindon, England
Results: May 30, 1999 (Round 7 of 16)

MOTO 1: 1. Remy Van Rees (Kaw); 2. Ryan Hughes (Hon); 3. Paul Cooper (Hus); 4. Josh Coppins (Suz); 5. Mickael Maschio (Yam); 6. Leon Geisbers (Suz); 7. Pit Beirer (Kaw); 8. Justin Morris (TM); 9. Gordon Crockard (Hon); 10. Marko Kovalainen (Hon); 11. Mark Eastwood (Hon); 12. Mark Jones (Hon); 13. Marnicq Bervoets (Kaw); 14. Pierrick Paget (Hon); 15. Peter Nijs (Hon).

MOTO 2: 1. David Vuillemin (Yam); 2. Remy Van Rees (Kaw); 3. Frederic Bolley (Hon); 4. Leon Geisbers (Suz); 5. Paul Cooper (Hus); 6. Pit Beirer (Kaw); 7. Josh Coppins (Suz); 8. Mark Eastwood (Hon); 9. Ryan Hughes (Hon); 10. Marnicq Bervoets (Kaw); 11. Mickael Maschio (Yam); 12. Cristian Stevanini (Kaw); 13. Justin Morris (TM); 14. Mark Jones (Hon); 15. Gordon Crockard (Hon).

O/A: 1. Remy Van Rees (Kaw); 2. Paul Cooper (Hus); 3. Ryan Hughes (Hon); 4. Leon Geisbers (Suz); 5. Josh Coppins (Suz); 6. David Vuillemin (Yam); 7. Pit Beirer (Kaw); 8. Mickael Maschio (Yam); 9. Frederic Bolley (Hon); 10. Mark Eastwood (Hon); 11. Justin Morris (TM); 12. Marnicq Bervoets (Kaw); 13. Gordon Crockard (Hon); 14. Mark Jones (Hon); 15. Marko Kovalainen (Hon).

FIM WORLD CHAMPIONSHIP 250cc MX SERIES POINTS STANDINGS (After 7 of 16 rounds): 1. Marnicq Bervoets (201/3 wins); 2. Pit Beirer (194); 3. Frederic Bolley (179/2); 4. Ryan Hughes (158); 5. David Vuillemin (144/1); 6. Josh Coppins (122); 7. Leon Geisbers (113); 8. Remy Van Rees (108/1); 9. Mickael Maschio (111); 10. Paul Cooper (65); 11. Peter Iven (50); 12. Alessandro Belometti (44); 13. Gordon Crockard (43); 14. Marko Kovalainen (43); 15. Brian Jorgensen (40).

Upcoming Rounds:
Round 8 - Maggiora, Italy, June 13
Round 9 - St. Jean d'Angely, France, June 20

FIM World Championship 125cc MX Series
Round 6: Foxhill Moto Park

Federici shines

By Geoff Meyer

SWINDON, ENGLAND, MAY. 30

Claudio Federici has proved he is capable of winning this year's World 125cc Motocross Championship by topping the Foxhill GP, and he now has defending champion Alessio Chiodi looking over his shoulder like never before.

Federici claimed his first-ever 1-1 results at the British Grand Prix, and it was the first time this year that Chiodi did not win the GP overall.

After heavy rain had turned the Foxhill track into a quagmire, Federici looked downcast.

"I don't like the rain," Federici said. "Coming from Italy, I like hard tracks. In the mud, I am not comfortable."

But it didn't look like it.

With Saturday's qualification only run for the A group, it was American Mike Brown who came out swinging with a 2:09.048, followed by Chiodi. Another American, Jeff Dement, claimed seventh fastest, yet he had some problems after injuring his foot.

"I hurt it yesterday," Dement said. "I'll just take some painkillers and do my best. I wanted so much to race on this track. I've heard so much about Foxhill. Now, with this rain, I'm not so sure."

Federici would have to wait until Sunday morning before he would get to qualify, and when he did, his time on the thick-muddy track was some 31 seconds slower than Brown's.

"I qualify in this position and it's okay," Federici said. "I'm faster than many riders this morning. If I can get a good start, then I can still win on this track."

As the riders lined up for the start of the first moto, it was Brown who looked primed. The American had talked all week about what was possible on this Foxhill track.

"I thought before the rain that I could race with anyone," Brown said. "I don't mind the rain. We all race on it and I'm still here to win."

Claudio Federici won both motos in the 125cc GP at Foxhill.

Federici got an incredible start in the first moto, leading fellow Italian Luigi Seguy into the first lap. Chiodi was back in fifth place, while Brown was in big trouble in 24th place. Dement was a lot worse off in 35th place.

Brown would soon be out of the race when his fork cover stuck under his fork.

"I got a good start and then Chiodi and I crashed together," Brown said. "The fork cover lodged under where the bottom part of the front fork goes into the top part. I could not ride with it like that and came in."

Federici then had a quick fall but remounted again in second place.

"I just slipped off and Seguy got by me," Federici said. "Then I picked some good lines and got back in front. It was no problem, really."

Dement was doing his best to come back from a long way back. He had moved up two or three places every lap until he came to 19th place.

"I have never raced in these types of conditions and I knew I had my work cut out for me coming from so far back," Dement said. "I have had six injections for my torn ligaments. I can't put weight on my foot. Hey, I stuck with it and stayed out there. The mud is so sticky here; that makes it ever more difficult with the foot."

With Federici back in the front, the moto turned into a procession, as Chiodi stayed a solid second, with Belgian Patrick Caps claiming third place.

Dement finished in 19th place.

The second moto was again a Federici show, with the Yamaha rider taking the lead on lap two and never looking back.

"With the track a lot dryer, it was easy to keep a good line," Federici said. "Once I got around Brown and then with Chiodi pulling out, I really had an easy ride."

Brown, who led going into the first lap, dropped back to finish in fourth place.

"It hurt not to ride much of the first race," Brown said. "Everyone was on the gas and I was not so sure about the track."

Chiodi would leave the race after just one lap, his Husqvarna slowing on a hilly section of the Foxhill track.

"The clutch blew," Chiodi said. "With no clutch, the bike was not possible to ride. We still have many motos to go, so I can get these lost points back."

As for Dement, he claimed 11th place again after a terrible start. He moved into that spot on lap five but could not advance any further.

"I was about 25th out of the start," Dement said. "From there, I fought my way up through the places, but it was not easy with my foot the way it is."

England's James Dobb proved to be strong again with a fine second place, ahead of Dutch rider Marko Stallman.

"I was so emotional during this week," Dobb said. "Last year it worked against me, riding in front of everyone; this year it really worked in my favor." **CN**

Foxhill Moto Park
Swindon, England
Results: May 30, 1999 (Round 6 of 11)

MOTO 1: 1. Claudio Federici (Yam); 2. Alessio Chiodi (Hus); 3. Patrick Caps (Hon); 4. Steve Ramon (Kaw); 5. Jaimy Scevenels (KTM); 6. James Dobb (Suz); 7. Erik Eggens (Suz); 8. Luigi Seguy (Hon); 9. Cristian Ravaglia (TM); 10. Kenneth Gunderson (Yam); 11. Enrico Oddenino (KTM); 12. Petri Jarvela (Yam); 13. Marco Stallman (Suz); 14. Nicolas Charlier (Kaw); 15. Johny Aubert (Hus).

MOTO 2: 1. Claudio Federici (Yam); 2. James Dobb (Suz); 3. Marco Stallman (Suz); 4. Mike Brown (Hon); 5. Steve Ramon (Kaw); 6. Thomas Traversini (Hus); 7. Kenneth Gundersen (Yam); 8. Erik Eggens (Suz); 9. Carl Nunn (Yam); 10. Enrico Oddenino (KTM); 11. Jeff Dement (Hon); 12. Nicolas Charlier (Kaw); 13. Petri Jarvela (Yam); 14. Erik Carmelengo (Yam); 15. Stephen Sword (Kaw).

O/A: 1. Claudio Federici (Yam); 2. James Dobb (Suz); 3. Steve Ramon (Kaw); 4. Marco Stallman (Suz); 5. Erik Eggens (Suz); 6. Alessio Chiodi (Hus); 7. Kenneth Gundersen (Yam); 8. Patrick Caps (Hon); 9. Mike Brown (Hon); 10. Enrico Oddenino (KTM); 11. Jaimy Scevenels (KTM); 12. Thomas Traversini (Hus); 13. Luigi Seguy (Hon); 14. Carl Nunn (Yam); 15. Petri Jarvela (Yam).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINT STANDINGS (After 6 of 11 rounds): 1. Alessio Chiodi (205/5 wins); 2. Claudio Federici (200/1); 3. Mike Brown (145); 4. James Dobb (101); 5. Thomas Traversini (101); 6. Steve Ramon (100); 7. Patrick Caps (76); 8. Jeff Dement (72); 9. Johny Aubert (64); 10. Erik Camerlengo (48); 11. Luca Cherubini (48); 12. Carl Nunn (37); 13. Erik Eggens (37); 14. Luigi Seguy (36); 15. Cedric Melotte (34).

Upcoming Rounds:
Round 7 - Agueda, Portugal, June 13
Round 8 - Borgo Maggiore, San Marino, June 20

Briefly...

Alessio Chiodi and **Claudio Federici** will both move to the 250cc class in 2000. Chiodi, who tried the class back in 1996 and finished well off the pace, will again ride for Husqvarna, and Federici will ride for Yamaha. David Vuillemin is sure to race in America full time in 2000.

The conditions of the **Foxhill** track were very similar to the Motocross des Nations in 1998, although this time the track dried out a little. The deep ruts, though, were very bad, making for some uneventful racing, as riders tried valiantly to race on the wrecked circuit.

The next round of the 250cc series will be run in **Maggiora, Italy**. This was the same place where America ruled the Motocross des Nations in 1986. The win was considered by many as America's greatest victory during the course of their long winning streak.

David Vuillemin is not to keen on doing the World Supercross Championships after mentioning that the contract he was offered was not good enough. "It does not look like I will ride," Vuillemin said. "I don't think the contract is enough."

The **FIM MX Commission** is considering a proposal to restrict the 500cc World MX championship to four-strokes of 351 to 500cc beginning in the year 2002 - no big four-strokes and no two-strokes at all. The restriction to 500cc (the current limit is 650cc) even for four-strokes would eliminate all current models except the Yamaha YZ400F. At Loket, only five qualifiers were riding bikes that would be legal under the proposed new rules.

Several riders returned from injury at Loket. **Bernd Eckenbach** returned after suffering torn shoulder ligaments four weeks earlier in Austria; **Jocke Karlsson** needed treatment for a low blood-iron level; **Mats Andreasson** came back after experiencing double vision since Spain six weeks ago; **Trampas Parker** was riding after fracturing a bone in his upper right arm just two weeks earlier in Italy; and both **Damien King** (the youngest of the three King brothers) and **Max Bartolini** (no relation to Andrea) were making their season debut.

Damien King had been sidelined in early December. "I broke every bone in my right foot except the four little toes," he said. "There are 10 screws and a plate in there. I also dislocated a thumb and my left shoulder and broke the joint. I've been riding for several weeks in local races." **Max Bartolini** required the removal of a 3-inch-long piece of his intestines after taking the handlebars in his stomach during preseason tests.

When his GP contract expires at the end of the year, **Joel Smets** might go racing in America. "I would like a new challenge and would like to ride the outdoor Nationals," Smets said.

The **Husqvarna** teams continue to look for more usable power from their bikes. Jacky Martens has totally revamped Darryll King's bike. "We have new internals and a new pipe," King said. "The bike revs longer and feels much more like a 550." Yves Demaria is now racing a 575cc motor, the only one to date.

Round 5: Motokrosoveho Arealu Loketske Serpentiny

FIM WORLD CHAMPIONSHIP 500cc MX SERIES

Bartolini Czechs out

By Alex Hodgkinson

LOKET, CZECH REPUBLIC, MAY 30

Andrea Bartolini basked in the glory and mid-80s sunshine as he extended his points lead in the World 500cc MX Series to 44 points with the overall victory at Loket in the Czech Republic. All the while, KTM's four-stroke effort was brought down to earth with a bang, Husaberg went home to search for a solution to their ignition troubles, and Trampas Parker shrugged off the fracture in his right arm to advance one place in the standings to sixth.

The organizers had prepared the track perfectly despite the heat wave, but the starting crew made an awful mess of their job in race one.

"I got the holeshot I wanted, but I have to admit I was so lucky," Bartolini said. "The gate dropped within a second after we had been shown the five-second board. Peter Johansson was next to me and he wasn't even in gear. I was, but I dropped the clutch so fast I was very untidy out of the gate. Somehow I still got to the turn first."

Italian Jury member Bruno Comanducci, who was responsible for the gate, admitted, "I put my arm on the starter's shoulder, ready to tap him after five seconds, but he thought that was already the signal and let them go."

But some people were asking, Why wasn't the clerk of the course at turn one with the red flag?

(Above) Andrea Bartolini (5) grabs the holeshot at the start of the first 500cc GP moto in the Czech Rebublic. He went on to score the overall with a 1-2 moto tally. (Left) Yves Demaria rode the works 575cc Husqvarna to second overall.

Bartolini was to lead all the way, but Darryll King had his best ride of the year in second.

"Yeah, the bike works well after making some changes," King said. "I was faster than Andrea on some parts of the track, but he was getting away with that smaller bike of his in the tight turns. I tried to push it too hard in the end and overdid it a couple of times, so he got away."

For most of the race, Smets look likely to be third, but suddenly, with 10 minutes to go, the Husaberg started to splutter. The champion was unable to launch off the hillside jumps and twice failed to get up the longest hill on the first attempt. On the penultimate lap, out of the points, he pulled off the track.

"It's a problem with the cooling of the ignition, like in Italy," chief mechanic Ludo Van der Veken said of the faulty Husaberg. "We thought we had solved it, but we clearly haven't. We will take the casings off completely to try to aid cooling in race two. That's all I can do today."

The Husaberg has a new digital ignition this year.

Alessandro Puzar gratefully accepted the vacant third position, having been unable to hold the pace of the leading trio on a track that was new to him, and Parker ripped past Jocke Karlsson and Yves Demaria early on to finish fourth. Karlsson, however, would exit late in the race with an injured kneecap, but not before RWJ teammate Rob Herring had swept past.

The Brit, Herring, was outside the top 20 on lap one.

"I wasn't in gear when the gate fell," he said. "I enjoyed my ride. I went for the pass as soon as I caught each rider ahead of me and never lapsed onto their pace."

The KTMs were in trouble. King exited an early eighth with a broken rear hub, while Peter Johansson, who thus inherited the place, persevered for 20 minutes, although the motor was continually losing power from the very first lap.

Bernd Eckenbach, who had crashed out of third at the start of lap two in race one, got the chance in race two to at least show he has the speed, but lack of race practice saw him fade to a creditable seventh at the finish.

Demaria and Bartolini advanced together, but the Italian decided not to chase the Frenchman.

"Second gave me the overall," Bartolini said, "and a good points lead. Perhaps there was nothing wrong, but I felt a little unsure of the front forks, so it was better not to push too hard. Luck is with me at the moment, so I don't want to spoil it."

Luck, however, was not on Smets's side this week. The Belgian collided with Darryll King in the first corner. King ended up on the grass verge and the champ halfway up the adjacent hillside. From dead last, Smets was on a mission, posting the fastest lap times even in traffic. With four laps to go, he was in third just 10 seconds down on leader Demaria. Then the ignition got too hot again. Two pit stops for water that was poured over the ignition helped a little, but a mere 500 feet from the finish, just as Damien King took 15th place from the champ, the Husaberg ground to a halt on a gentle rise.

Dead engines eliminated both KTMs again, though Johansson discovered later that the spark-plug cap had jumped off. Puzar exited on lap one with a sprained ankle, while Parker, who had advanced to eighth at one stage, dropped to 11th.

"Someone had pulled tape across the track on lap one and it got in my front disc," Parker said. "I had no brake for the second half of the moto." **CN**

Motokrosoveho Arealu Loketske Serpentiny
Loket, Czech Republic
Results: May 30, 1999 (Round 5 of 13)

MOTO 1: 1. Andrea Bartolini (Yam); 2. Darryll King (Hus); 3. Alessandro Puzar (Yam); 4. Trampas Parker (KTM); 5. Yves Demaria (Hus); 6. Rob Herring (Hon); 7. Miska Aaltonen (Yam); 8. Gert Jan Van Doorn; 9. Max Bartolini (Yam); 10. Francisco Garcia Vico (Yam); 11. James Marsh (KTM); 12. Avo Leok (KTM); 13. Rupi Walkner (KTM); 14. Damien King (Hon); 15. Petr Masarik (Hon).

MOTO 2: 1. Yves Demaria (Hus); 2. Andrea Bartolini (Yam); 3. Miska Aaltonen (Yam); 4. Rob Herring (Hon); 5. Francisco Garcia Vico (Yam); 6. Darryll King (Hus); 7. Bernd Eckenbach (Hus); 8. Gert Jan Van Doorn; 9. Erwin Machtlinger (Hon); 10. Rupi Walkner (KTM); 11. Trampas Parker (KTM); 12. Danny Theybers (Hbg); 13. Willie Van Wessel (Hus); 14. Avo Leok (KTM); 15. Damien King (KTM).

O/A: 1. Andrea Bartolini (Yam); 2. Yves Demaria (Hus); 3. Darryll King (Hus); 4. Miska Aaltonen (Yam); 5. Rob Herring (Hon); 6. Trampas Parker (KTM); 7. Francisco Garcia Vico (Yam); 8. Gert Jan Van Doorn; 9. Alessandro Puzar (Yam); 10. Bernd Eckenbach (Hus).

FIM WORLD CHAMPIONSHIP 500c MX SERIES POINTS STANDINGS (After 5 of 13 rounds): 1. Andrea Bartolini (157/2 wins); 2. Yves Demaria (113/1); 3. Darryll King (99); 4. Alessandro Puzar (96); 5. Joel Smets (95/1); 6. Trampas Parker (86); 7. Peter Johansson (74/1); 8. Francisco Garcia Vico (68); 9. Shayne King (67); 10. Miska Aaltonen (63); 11. Rob Herring (52); 12. Jocke Karlsson (41); 13. Erwin Machtlinger (38); 14. Chris Burnham (36); 15. Jochen Jasinski (31); 16. Gert Jan Van Doorn (31); 17. Danny Theybers (25); 18. Johan Boonen (24); 19. Rupi Walkner (23); 20. WillieVan Wessel (17).

Upcomng Rounds:
Round 6 - Teutschenthal, Germany, June 13
Round 7 - Hawkstone Park, England, July 11

EVERYONE LIKES TO SPEND MEMORIAL DAY OUTDOORS. ESPECIALLY WHEN YOU'RE A THREE-TIME WORLD CHAMPION.

GREG ALBERTYN

TEAM SUZUKI'S GREG ALBERTYN TAKES ROUND 3 OF THE AMA OUTDOOR NATIONAL MOTOCROSS SERIES AT MOUNT MORRIS. Eighty degrees, slightly breezy, outdoor motocross — the conditions were perfect and so was Greg Albertyn. As winner of three World Championships outdoors, Albee definitely was in his element and wasted no time getting started. In Moto 1, he deftly maneuvered his Suzuki RM250 through the pack and sailed to a convincing victory long before the nearest competitor. Moto 2 was an instant replay as Albee plotted another winning course to take a resounding victory, once again with a large gap between his rear wheel and the rest of the riders. Albee's 1—1 finish in Round 3 puts him in a solid position in the point standings with an eye towards the rest of the outdoor season. And in the 125cc class, Team Primal Impulse Suzuki rider Michael Brandes' consistent performance placed him securely on the podium as well. Are there any motocross victories on your horizon? Find out by stopping into your local Suzuki dealer and checking out the entire line of RMs. Then maybe you too can experience the great outdoors from the winners' circle.

MICHAEL BRANDES

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ONE BAD BIRD

By Alan Cathcart
Photos by Kel Edge

It's a cliche to say that speed thrills - but of course it does, and not just today, when there's a growing garage-full of hot hyperbikes in the marketplace, all capable of covering three miles and more in a minute. For speed is also relative: It's been that way ever since the dawn of biking, with the achievement of each new milestone merely establishing another target for speed freaks to aim at.

Back in the mid-'20s, when the Brough Superior SS100 became the first production motorcycle warranted to exceed 100 mph as delivered, such a speed represented a huge landmark in motorcycle performance - yet here we are today, 75 years later, on the brink of the 200-mph streetbike era, and our horizons have been hugely extended, almost without our realizing it. "Speed - and How To Obtain It" has been the worldwide bible of motorcycle performance tuning ever since Australian technical guru Phil Irving first wrote it back in 1925. The periodic updates he added to each fresh edition over the next half-century didn't detract from the book's essential message, which is that it's not enough just to go fast on a bike - you want to aim to go faster than the next guy in doing so. So speed is a concept with competitive overtones, whether on road or track.

"Speed equals distance over time, and whether the answer is satisfactory depends on whether our competitors get higher or lower answers!" wrote Irving, who went on to design the benchmark Vincent V-twin motorcycle, a longtime holder of the World land-speed record for bikes - in answer to the question, "What does speed imply?"

Irving's interpretation of speed is back in vogue at the moment, as Honda and Suzuki - shortly to be joined once again by Kawasaki - vie for the honor of producing the world's fastest cataloged production motorcycle. The fact that there is nowhere in the world outside of Germany where such bikes can be legally exercised at more than around one-third of their absolute potential is commercially irrelevant. Speed means sales - especially if in delivering it you can do so by presenting an all-around product that makes for a magical mile-eater, rather than a hard-nosed drag racer which is no fun at all to ride on the street.

Well, such a performance hypertourer capable of making a two-up day trip from London to Nice is what Honda Britain has created in commissioning British performance house V&M Racing to produce the CBR1200XX Super Blackbird Limited Edition, a 50th-anniversary version of the bike with which Honda has led the showroom speed stakes since 1996, until the advent of the Suzuki Hayabusa earlier this year. Available in Britain through Honda's dealer network for an on-the-road price of £15,595 ($26,658) - complete with one-year warranty - or from V&M themselves for export customers (with enquiries already logged from the USA, Japan and Germany), the limited-edition, individually numbered, 50-off run of 1200 Super Blackbirds is set to take care of business Hayabusa-wise for Honda - and to do so with a bike featuring deceptive yet dominant everyday performance from 30 mph on up. This is set to street-sweep anything else with a license plate into a skip, in terms of speed. Here's how.

Manchester-based V&M's proprietors, Jack Valentine and Steve Mellor, are the exact British equivalents of America's famed Vance & Hines tuning duo - and not just because V&M is by no coincidence V&H's British distributor. Like Byron Hines, Mellor is an engine wizard, adept at extracting unlikely amounts of horsepower from normally aspirated (nonturbo, unsupercharged) engines - a skill which found due reward with the three European drag-racing titles and several British crowns his partner Valentine won aboard V&M bikes during numerous years in the Euro drag leagues, just as Terry Vance was doing Stateside. After founding V&M in 1983, the two have since carved an enviable reputation as Britain's top performance shop, tuning streetbikes for Joe Public as well as race engines for the likes of the U.K. Kawasaki and Yamaha importer teams before going road racing themselves and linking with Honda and winning countless Isle of Man TT races and a quartet of British 600cc Supersport crowns during the past decade. They've also run the Honda Britain Superbike team.

So when Honda Britain sales boss Dave Hancock wanted his own Super Blackbird tuned up a little, V&M was the obvious candidate - with satisfactory results, states Jack Valentine.

"The idea was to produce a Blackbird that really would do 200 mph on the

Wanna go? *Cycle News* European editor Alan Cathcart prepares to launch the V&M Honda CBR1200XX Super Blackbird Limited Edition down the tarmac. The machine represents a collaborative effort between V&M Racing and Honda Britain to produce the fastest street motorcycle available to the public.

road, not just on the speedo," he says, "but which would also be nicer to ride than the original, with more torque as well as top speed. We had the bike independently trapped at Bruntingthorpe at 201.25 mph, so it was mission accomplished."

Yes, but only with a race silencer fitted to unlock some extra horsepower. So when Honda Britain decided to counter the Hayabusa's imminent touchdown by cataloging a customer version of Hancock's V&M special, Steve Mellor had to crank up the brain cells a little harder in order to produce a Super Blackbird that would outspeed the Suzuki, yet was 100-percent street-legal and visually identical to the stock bike for homologation and marketing purposes. To this extent, the 50th-anniversary CBR1200XX is a different proposition from the CBR900RR EvoBlade produced for Honda Britain by V&M's RS Performance racing rivals (in this case, to counter the advent of the R1 Yamaha), in that it retains the stock Blackbird bodywork rather than adopting a revised fairing like the EvoBlade's John Keogh-designed clothing - though, coincidentally, the same designer is responsible for the bright red Honda 50th Anniversary livery in which the V&M Blackbird is sold. Doesn't that make it a FireBird, then - assuming Pontiac/GM don't object? Just asking...

Hang on, though - Honda's 50th anniversary was last year, 1998. Why the delay in bringing the Blackbird birthday bike to market a year late, when the "00/50" prototype I was allowed to live with for a couple of weeks has been in existence for the past nine months? Because this bike is a bird of prey - one conceived by Honda Britain with the specific aim of hunting the Hayabusa. For the bike to have any point commercially, Honda had to wait till the Suzuki was in the marketplace, then launch V&M's handiwork as the card to trump the GSX1300's claims of being the fleetest and fastest. See, Phil Irving was right...

Final confirmation as to whether Honda has done the business will have to await same-day comparative dyno and speed tests between the two bikes, but on paper at least, there's no question they've shot the Japanese Falcon down in flames.

"Our CBR1200XX produces 179 rear-wheel horsepower at 11,500 rpm, exactly as delivered to the 50 customers who'll buy the bike," says Jack Valentine. "And that's on the same dyno on which we've seen 137 bhp at 10,000 rpm from a stock Blackbird, for which the Japanese claim a crankshaft figure of 162 bhp. Extrapolating that to our bike, we would be entitled to project an output of 210 bhp - compared to the Hayabusa's claimed 175 bhp at the crank, which makes for the low 150s at the back wheel, though with very good aerodynamics. Still, we're pleased we can beat the Hayabusa's claimed crankshaft figure with our proven rear-wheel power delivery - and that's without sacrificing midrange or torque in pursuit of numbers. Ours makes more power than the standard bike all the way from 3000 revs up, and we've got 96 ft-lbs. of torque on a very flat curve, which is a big improvement."

Prepare to jump into hyperspace: Repeated passes on a 2.5-mile U.S. Air Force runway produced consistent runs in the 196-198-mph range, more than enough to prove that the V&M Honda is the fastest street bike in the world, but dissapointingly just short of the magical 200-mph plateau.

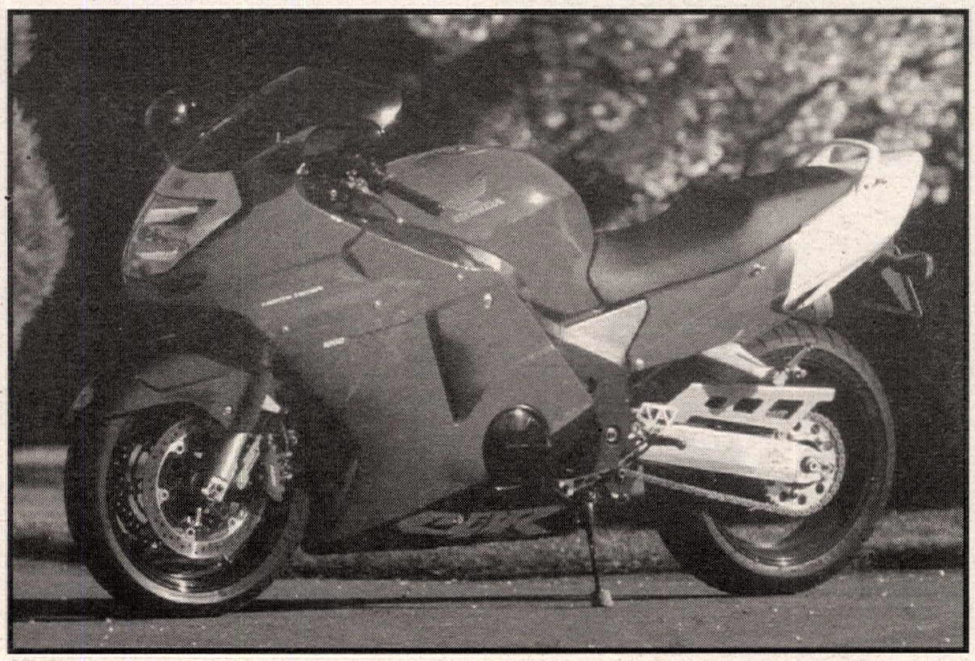
To create the FireBird, V&M took a stock, first-generation, carbureted Super Blackbird and let Steve Mellor loose on the 1137cc motor.

"The older engine is essentially identical to the current fuel-injected bike's," says Mellor, "but not even Honda Britain could get hold of the access codes for the new model's engine-management system from Japan, without which it's impossible to tune the fuel-injected engine in any way. So we concentrated on the original carburetor bike and built our own pressurised airbox, which is the only crucial advantage the new model has in performance terms."

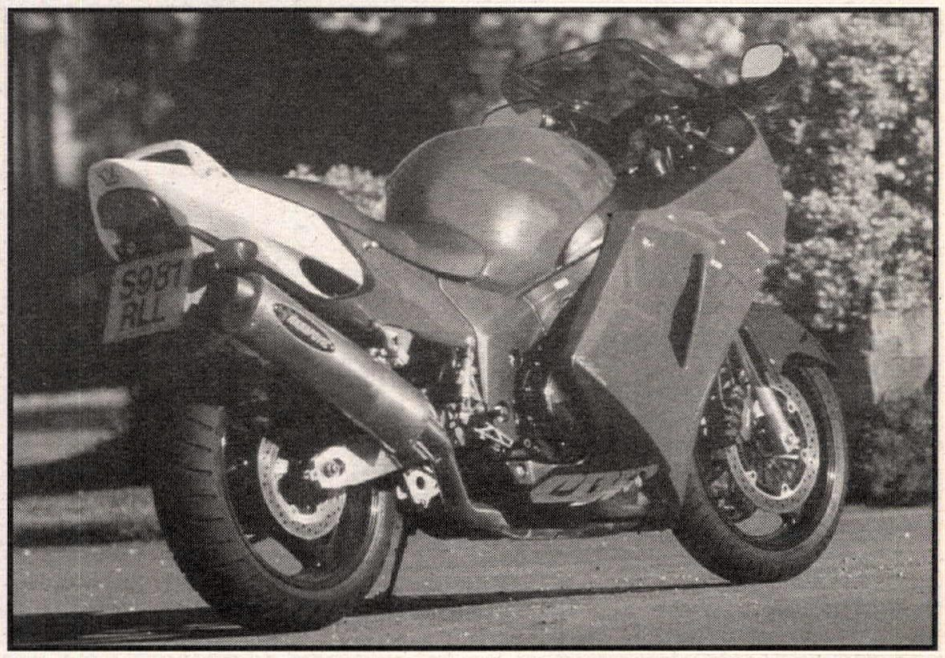
Just as well Honda Britain could round up 50 unsold carbureted Birds for the production run, eh? Or did they already have them just sitting in the warehouse? No matter - for what Honda Britain appears once again to have done, as with the EvoBlade, is to deliver the uprated model that its slow-moving parent company might have been expected to produce as a response to marketplace developments, but hasn't. To build the FireBirds (sorry, GM!), V&M strip the stock 79 x 58 mm 16-valve dohc engines down completely, and build them up again with Carrillo billet-machined rods mounted on the stock crank, and 2mm overbore Wiseco forged pistons, which not only raise capacity to 1198cc but also compression to 13:1 from the stock 11:1. Greatest work is reserved for the cylinder head, though, which Mellor comprehensively re-ports and gas-flows to his own specs before fitting V&M camshafts with 1mm more lift and 20 degrees more duration to get the very large stock valves breathing better, longer.

"We even keep the standard valve springs, because we're not revving the engine a lot higher," says Mellor. "Redline is at 11,800 rpm on this overbored motor, against 11,300 revs on the smaller, stock unit, but we have a new ignition box with an altered curve which gives a fatter midrange."

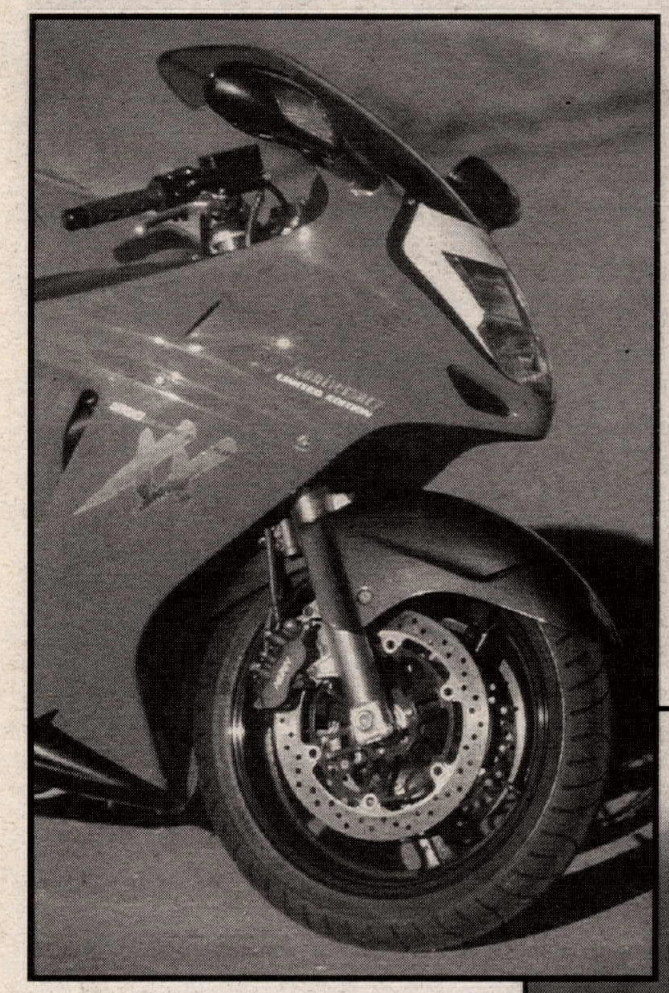
A full Akrapovic four-into-one exhaust system with stainless-steel header pipes and a single titanium-wrap street-legal silencer - which does, however, discolor easily, indicating the serious heat (and power) developed by the tuned motor - replaces the heavy stock twin-can system. Though the original water radiator has been retained in spite of the huge increase in power from the tuned motor, the oil cooler has actually been downsized and relocated to just behind the exhaust headers, away from the nose of the bike, where it was posi-



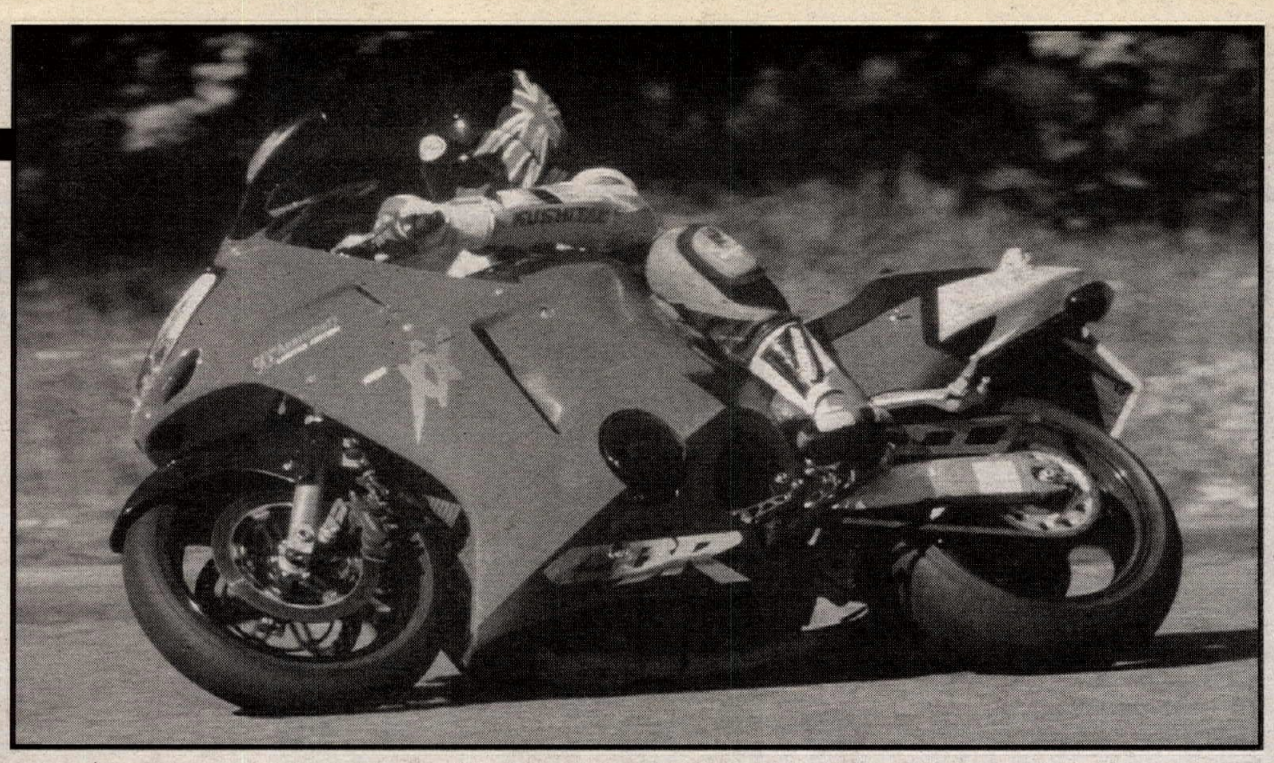
By looking at it, you'd never know that the Limited Edition is anyhing other than a Blackbird with a fancy paint job, but it's what's inside that counts. A 2mm overbore, Carrillo rods and serious headwork add up to produce 179 bhp at the rear wheel.



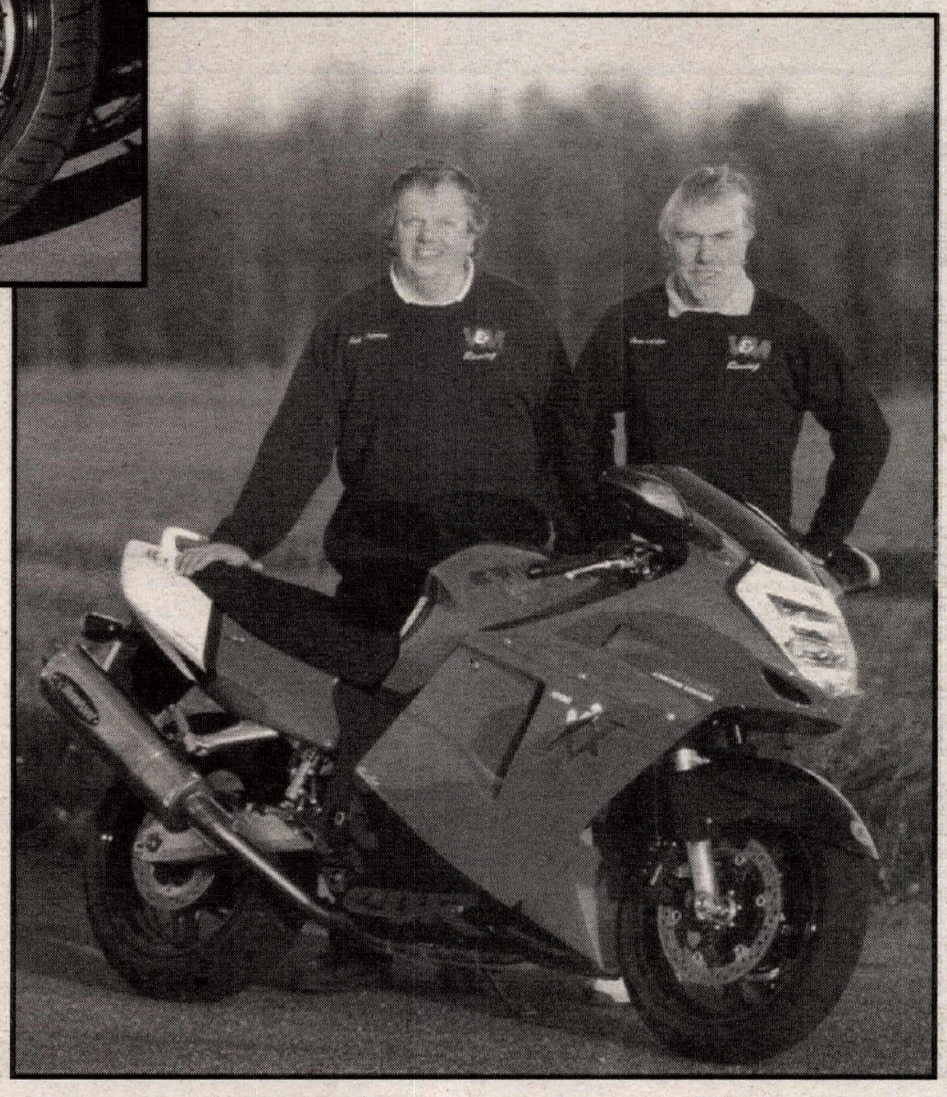
The titanium-colored Akrapovic four-into-one exhaust pipes and canister save weight but also show discoloration from the extreme heat that is generated by the modified motor. According to Cathcart, a carbon canister would do the same job and look better.



Fairing-mounted ducts are actually functional, ramming air into the bike's quartet of carburetors. (Sorry, no fuel injection here.) Honda's linked braking system is still employed on the Limited Edition, with its usual superb operation.



For all its fire, the Limited Edition is actually a docile street machine. Power builds smoothly and steadily from 1500 rpm on up to 11,800 rpm - just past the stocker's redline of 11,300 rpm. The broad spread makes the Limited Edition the ideal machine for touring between towns... or galaxies.



V&M Racing's Jack Valentine (left) and Steve Mellor (right) pose with their speed demon. For anyone who wishes to contact them, V&M can be reached by fax at 011-44-161-654 0022.

tioned before. That's because V&M has adopted a crucial aid to top-end power, in the form of a ram-air system, which the carbureted Blackbird previously lacked, though the new EFI version does have a similar design to V&M's. This uses the duct in the nose of the fairing (which previously directed cooling air to the oil radiator, now moved) to feed a two-stage pressurized airbox system, which requires V&M to heavily modify the stock 42mm semi-flatslide CV Keihin carbs. The standard Super Blackbird six-speed gearbox and hydraulic clutch are retained, the latter with stiffer springs to handle the extra bhp. And, er - thassit. Well, enginewise, at least...

To hold down costs and retain a close affinity to the standard Super Blackbird, V&M has refrained from going overboard on chassis mods - so apart from the German-made LSL steering damper, titanium-look chainguard, and rear-set assemblies that locate the footrests 20mm further back and another 20mm higher than on the stock bike - the only nonstandard chassis part is the Penske rear shock, which is adjustable for rebound and compression damping, preload and ride height. Oh, and the centerstand has been trash-binned as a weight-saving move (so don't get a puncture halfway to the Cote d'Azur!), helping deliver a useful 28.5-pound reduction in dry weight over standard, to 462 pounds.

"We've held back from going overboard on development where it would compromise the user-friendliness and/or the legality of the bike," insists Mellor. "Don't forget this is being sold through Honda dealers, so although, for example, we could get an extra 8 bhp with a racing Akrapovic silencer, it wouldn't be street-legal. And we also haven't used flatslide carbs or junked the twin balance shafts in the engine - there's a lot of drag there, with one balancer gear-driven off the front of the crankshaft, and the other by an idler gear above it. But doing this would make the engine too harsh and buzzy, and you also wouldn't get it pulling from 1500 rpm in top gear like it does with flatslides. Still - it's not exactly slow, is it?"

That it ain't - though to find out exactly how un-slow it is, we headed for the former U.S. Air Force bomber base at Bruntingthorpe to check out V&M's performance claims for the FireBird along Bruntingthorpe's 2.5-mile runway. Well - the result was a mixture of satisfaction and sorrow. Hayabusa? Slowcoach - according to various magazine tests which concur in trapping the new Suzuki at a tad under 190 mph on level ground. The V&M Super Blackbird beats it for speed without having to flap its wings too hard, a fact which gave Messrs. Valentine and Mellor lots of satisfaction. But do you think we could get the bloody thing to break 200 mph through the Malvern Timing Services speedtrap? Twelve runs all clustered in the 196/197-mph bracket - with two at 198 mph after we pushed back the mirrors flush with the fairing - is a pretty frustrating, albeit impressive, rap sheet. The FireBird was rock-steady at those speeds, with the speedo reading well off the clock and the tacho needle just the wrong side of the 11,500 rpm redline and about to make friends with the 11,800 rpm rev limiter. In the end, we gave up trying - but then, just to underline its performance credentials, on the same high (stock) gearing the V&M 'Bird pulled a 10.15-second standing quarter, with a 142-mph terminal speed. Not bad for what's already being perceived as yesterday's bike by the speed merchants of the motorcycle world - which in this guise has almost certainly restored the Super Blackbird to its previous position as speedster supreme, the fastest and most powerful cataloged production street bike for sale anywhere in the world. Even in America...

But one that's far more tractable and roadworthy than you'd ever suspect from reading its dyno sheet. You can ride the V&M Honda any way the mood takes you, with only a few limitations to its potential in terms of handling, and none at all enginewise. It delivers. Mellor's claim about it pulling off idle in top gear is, amazingly, completely true, and just breezing through town or along winding country roads, the FireBird is a paragon of flexibility, with the dip in the power delivery between 4500 and 6500 rpm of the standard carbie Blackbird no longer noticeable - the hole has been filled in by V&M, but good. Find yourself in a line of traffic, spot a gap coming up, hook it down one gear and wind it on hard, and you better be holding on tight, because the response is absolutely awesome!

From just over 5000 rpm onward, what begins as a smooth, firm pull suddenly becomes an arm-wrenching but linear tug of power as the Honda leaps irresistibly forward, rushing irrevocably toward the horizon while your field of vision narrows abruptly and you urge your senses to keep up with the dramatically sudden change of pace. The power delivery isn't brutal, just incredibly potent and impressive - till suddenly you realize the tacho needle is merging with the redline and it is time to grab another gear. No sooner do you lift the lever than it seems you have to do it again - and again. This is a bike that mainlines on revs - but only if you're prepared to supply it by twisting that wrist. Between hits, it'll boulevard around town or cruise a canyon with languid ease - but get the power dialed up over that huge span of revs, and be prepared for a passable imitation of a two-wheeled jet fighter. This bike is fast!

It's also a pretty certain license-loser in spite of the rock-steady, wide-spread mirrors, if only because the way the V&M Honda delivers this performance is so deceptive, and what seems like 80 mph while you're aboard it is actually upward of 120. Part of the reason for this is how fast it builds speed, partially due to the effectiveness of the pointy-nose streamlining, which in the bright red of Honda's

50th-birthday paint job doesn't look nearly as bulbous as in the Stealth Bomber livery of the original Blackbird, nor as weird-Harold as the effective but eccentric-looking Hayabusa. Tucked behind the shapely screen, ensconced on the quite comfy seat, you start to think about maybe heading south for the summer instead of north to Manchester to give the bike back. Catch me if you can - you'll need a McLaren M1 or a Jaguar XJ220 or one of those funny 12-cylinder red cars to run level with the FireBird before the next freeway foul-up, when two wheels will suddenly become so much better, and slimmer, than four. Byeeee!

Well, we can all dream, and when you gas the 'Bird up at high speed and hear the ram-air roar of the revised induction drowning the ultra-PC street silencer's quiet note as you cruise like a missile toward your destination, it's hard not to relish the thrill that riding this bike delivers. Okay, it scrapes the bulging fairing lowers if you crank over too hard around turns, and while the multi-adjustable Penske shock delivers much better ride quality as well as better suspension compliance than the rather harsh, wooden-feeling stock Showa it replaces, it's still possible to kick out the back end if you get over-ambitious on the throttle exiting a turn. I mean, 179 horsepower!

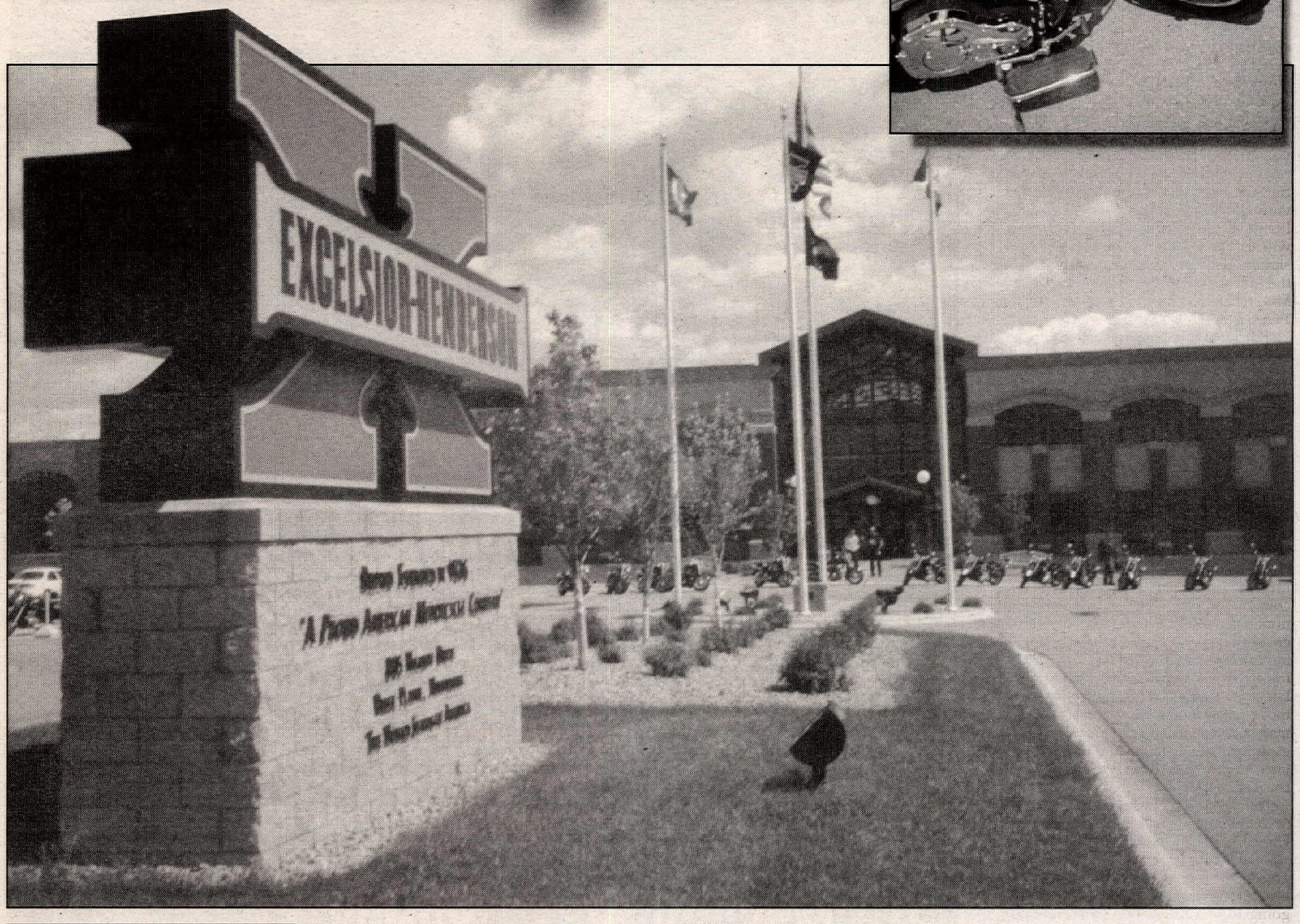
But this isn't a Supersport race replica, it's a sport tourer supreme, which is why the CBS brake package fitted to it works so well in everyday street use: FireBird, not FireBlade. I've never objected to Honda's CBS linked braking system as much as many of my fellow hacks. Sampling it both on the street Blackbird or the '97 RC45 works superbike, I like the extra stability it delivers when you brake really, really hard - like from upward of 190 mph! I reckon it gives an extra element of security to what is a fast but heavy bike - especially with a full load of fuel, which you have to be prepared for the FireBird to consume at a quite alarming rate once you start exploring even part of its performance potential. Still, I think that instead of the two-way split on both foot and hand controls, I'd prefer for *all* the front-brake operation to be governed by the hand lever, with the foot pedal operating the remaining pistons in the rear-brake caliper, as was the case when I rode Aaron Slight's works superbike setup this way: There's more control. Too bad the linked system stops you from pulling effective burnouts (both brakes stay locked on, see), and with a brake pedal that operates the front caliper as well, wheelies only come the way they ought to, too - like when you gas the bike up hard out of a slow turn or off the line, and the wheel picks up lazily and hovers a foot off the ground while you grab extra gears as speed builds fast.

The CBS system does its job in stopping such a fast bike so well - but although the nonadjustable forks don't dive unduly under hard braking, the Penske shock's sophisticated response makes them seem pretty crude by comparison, skipping a little over bumps, where a more upmarket system would give better compliance. Reckon a more upmarket and compliant front end is the only change I'd make to the bike if I "forgot" to give it back to V&M...

But back it had to go - and for a very good reason. I mean, so what if this is the fastest cataloged street bike you can buy today? It's that missing 2 mph we really need. Get to it, Stevie boy - 200 mph before the next millenium, that's the target.

Phil Irving was right: The faster you go, the hungrier you get for - more speed! **CN**

Answering the skeptics



By Joel Johnson

If a company looks like a legitimate motorcycle manufacturer and acts like a legitimate motorcycle manufacturer, then that company is a legitimate motorcycle manufacturer. Right?

That appears to be the $95.5 million question for Excelsior-Henderson right now. For the last year and a half, the company has been looking and acting very much like a major manufacturer. The only problem was, there were no motorcycles going out the door. Today, Excelsior-Henderson can boast a state-of-the-art manufacturing facility that has been up and running for several months. Motorcycles are rolling off the assembly lines and arriving in dealerships nationwide. Marketing and advertising are going forward. More and more employees are being hired.

So what is it going to take for Excelsior-Henderson to be considered a heavyweight in the exploding cruiser market? It may just be a matter of time. And not much time at that.

In late May, Excelsior-Henderson invited the press to see for themselves just where the company stands. Editors from the motorcycle consumer press, as well as a number of local and national business journals, were given access to the company's new manufacturing facility and allowed to ride production versions of the Super X, the company's first model. They were also given a candid glimpse at how far the company has come in six years, and how close it is to fulfilling the dream of co-founders Dan, Dave and Jennie Hanlon.

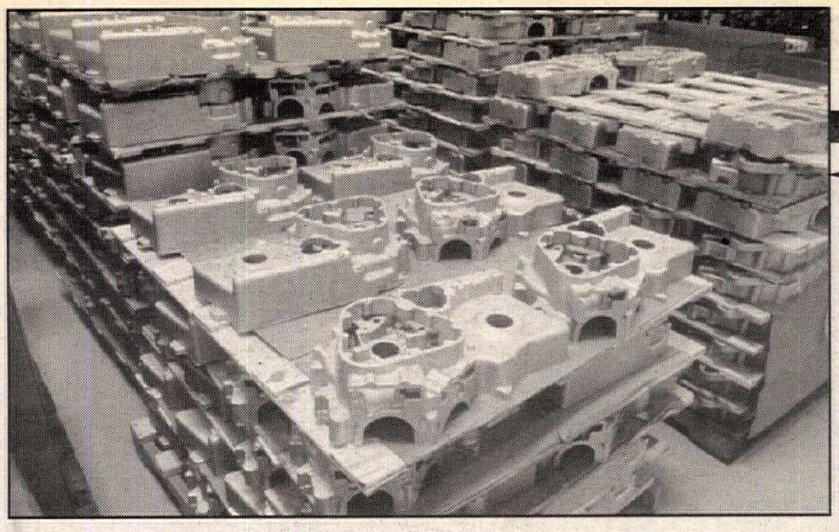
The Dream

Six years ago, if you had asked most people what they thought of the Hanlons and their dream of building a motorcycle company that could compete with Harley-Davidson, the answer would probably have been, "They're nuts."

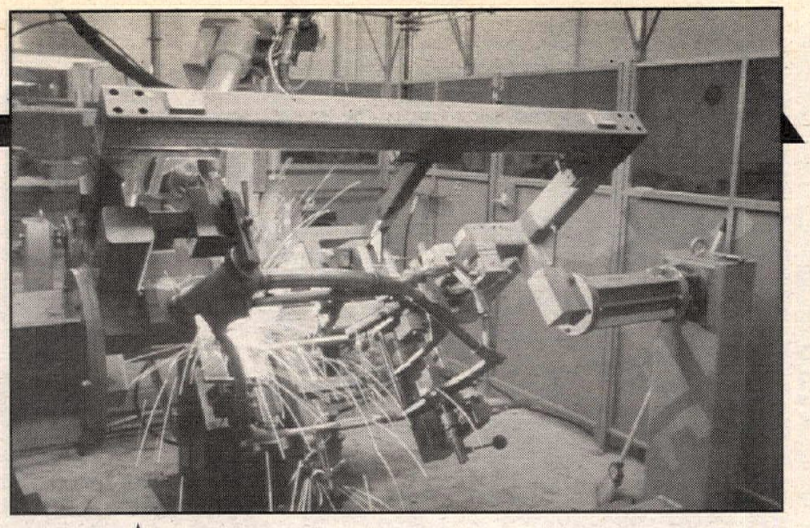
"Looking back, it does seem a little far-fetched," said Dan Hanlon, grinning.

That it does. The idea was originally hatched in 1993 at the Sturgis Race and Rally, the largest unofficial gathering of Harley enthusiasts in the world. Hanlon, his brother, Dave, and Dave's wife, Jennie, were in Sturgis because they were Harley enthusiasts themselves, yet as they looked around Sturgis, South Dakota, they lamented the absence of any real alternative to Harley's heavyweight cruisers. Both Dan and Dave were also at a stage in their lives where they were looking for new challenges: Dan had recently sold a packaging company he founded (EverGreen Solutions) and Dave was feeling bored in his position as general manager of a truck-leasing company.

By September, the two were committed to taking on Harley. They invested some of their own money, took out a loan, even mortgaged their bikes, and set about creating a business plan, including a name. They chose Excelsior-Henderson because of the rich legacy of the Excelsior name, which was perhaps the most prestigious name in motor-



Although supply problems thwarted Excelsior-Henderson's efforts to achieve its production timetable last year, that appears to be a thing of the past. A batch of engine cases is shown here, awaiting final coating in the plant's advanced paint facility.



The advancement of CAD software has greatly aided the Excelsior-Henderson team in its efforts to produce Super X motorcycles. Here, advanced robotics are used to weld frames, swingcages and front-fork assemblies.

cycling in the 1920s. When the Hanlons first tried to attract investors in 1993 and early 1994, they were greeted with skepticism, especially in the motorcycle industry itself.

"Everybody we talked to in the industry said it couldn't be done," Dave Hanlon said.

Yet they persisted. They also changed strategies, targeting entrepreneurs and founders of marketing and manufacturing companies, and their passion and plan struck a chord. By the end of 1996, the pair had raised over $15 million in private equity. A little over a year a later, the company went public, raising another $27.6 million through the sale of 4 million shares. But even with the success, there were skeptics. Plenty of them. Part of that had to do with the low level of success previous similar ventures have had, most notably the failed attempts to revive the Indian Motorcycle name in the 1980s and early 1990s.

But most of the skepticism had to do with all that could go wrong in such a complicated endeavor. Two years ago, Shawn Milne, a research analyst at Hambrecht & Quist LLC in San Francisco who covered Harley-Davidson, told Inc. Magazine that for the Hanlons to pull this gambit off, "the stars may need to be all aligned for them."

Right Time, Right Place?

In many ways, the stars *have* been all aligned. Certainly the soaring economy has been a big contributor, freeing up money that the Hanlons probably couldn't have gotten in tougher economic times. The rapid expansion of the cruiser market has also helped, increasing interest in the company and attracting investors who wants to cash in the latest hot thing. (There are, however, those who believe Excelsior-Henderson may be coming in a year or two too late, especially with the increased attention Japanese manufacturers are showing in the segment and the entry of Polaris Industries, which is marketing another "American-made" alternative to Harley.)

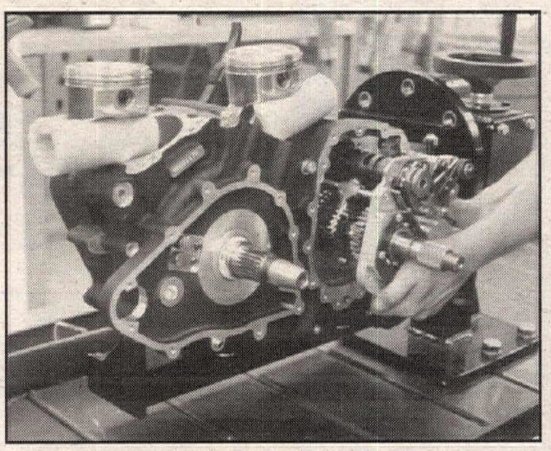
"Obviously, we still believe there's going to be growth in the segment," Dan Hanlon said. "We also think there's going to be room where we're coming in. We planned all along to provide a premium alternative in the market. We still think that segment is wide open."

Technological advances, particularly with Computer Assisted Design (CAD) programs, have also sped up the process, allowing Excelsior-Henderson to enter the market in far less time than they could have even seven or eight years ago.

"Four or five years ago, this type of system wasn't available or (was) just in its infancy," said Allan Hurd of the company's state-of-the-art CAD system. "What it has really done is saved development time. There's no way we'd be where we are today in the design process without it."

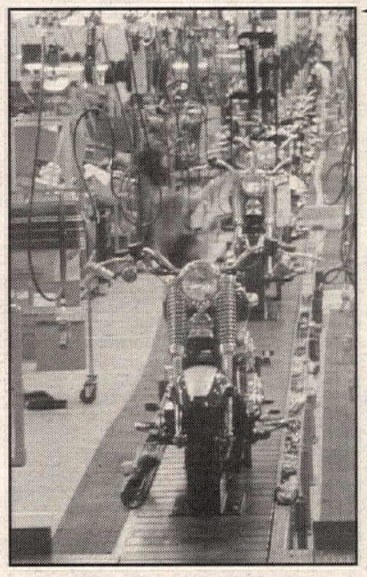
Hurd, vice president of engineering and manufacturing, speaks from experience, having helped Triumph return to the market in the 1984. Hurd was a key figure in the design of Excelsior-Henderson's $30 million, 160,000-square-foot manufacturing facility, and his experience with Triumph has helped ease the process for Excelsior-Henderson.

"Again, we weren't reinventing the wheel here," Hurd said. "We've borrowed the best ideas from wherever we could find them."

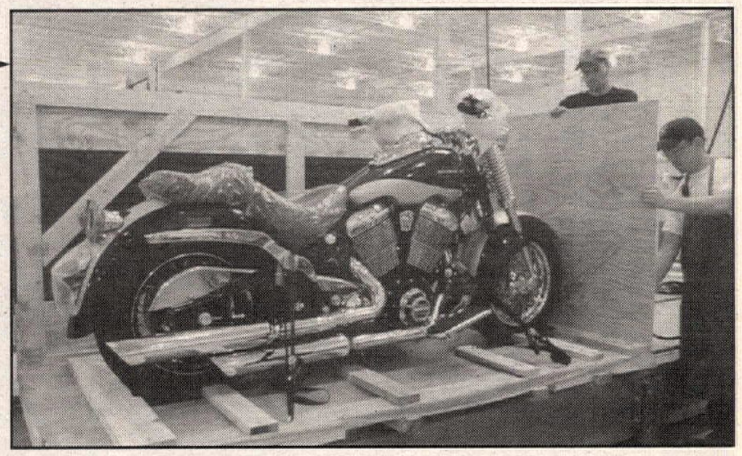


A transmission is installed in a set of cases. The Super X utilizes a unique "cassette-type" transmission in its "X-twin" engine.

A series of Excelsior-Henderson Super X motorcycles begins final assembly.



Nearing the end of the line.



A Super X motorcycle is readied for shipment to one of Excelsior-Henderson's 84 dealers nationwide. With the assembly plant up and running now, the company believes it will be able to produce 4000 motorcycles by the end of 1999.

Growing Pains

Still, the attempt to build a major manufacturing company from scratch hasn't been without its trials, especially in the past year and half.

"The last 15 months have been the toughest," Dan Hanlon said. "Sometimes you get so caught up in the day-to-day that you lose sight of what you've accomplished - which has been a lot. We've hired 75 percent of our current team (employees are called team members), created 100 percent of our supplier network, 100 percent of our dealer network (the company has 84 dealers nationwide), built 100 percent of our manufacturing equipment and installed a new operating system. That's all in the last 15 months."

The amazing part is that most it has been accomplished on schedule.

"I think it's no secret that we missed our original production date last fall because of one or two issues we had with suppliers," Dan Hanlon said. "That's set us back. Still, those were bumps in the road, and we're in the process of smoothing all that out. I think it would have been unrealistic to think we wouldn't hit any bumps."

"We still expect to build close to 4000 bikes this year, which was what we originally planned," Dave Hanlon said. "We also expect to be profitable by the year 2000, which is also right on schedule with what we've been predicting all along."

Investors also continue to be attracted to the company. Another $10 million was brought into the company in May after a sale of Series D Preferred Stock, bringing the total of equity and debt raised to $95.5 million.

"We're in the final transition period now between a developmental company and a manufacturing company," Dave Hanlon said. "We've proved we can carry the ball to this point, and we're at the goal line. Now we just have to punch it in."

A Solid Product?

All that's left is for the consumers to weigh in with their wallets, and in the end that will be the final deciding factor in whether or not the Hanlons will go all the way. So far the early reviews of the Excelsior-Henderson Super X have generally been positive. (See issue #17, page 34).

"We're a company of enthusiasts," said Dan Hanlon. "We're all riders - or the vast majority of us are - and we know what we want. Not everyone who's into motorcycles or cruisers is going to like the Super X. But that's okay. This is just the start. We're also confident enough consumers are going to want the Super X. At least that's the response we're getting early on. People seem to appreciate the fact that it isn't a Harley knock-off. They see it as a legitimate alternative."

Price may be a factor - the Super X will also be slightly more expensive than competitive Harley models, with a retail price of $17,950 for the Raven Black model and $18,515 for Excelsior Green/Metallic Oyster or Henderson Blue/Metallic Silver models - but Dan Hanlon said enthusiasts should be able to see the value in the bike.

"We're targeting the high-end buyer," he said. "We're selling higher quality, better technology, better components. You're going to get what you pay for."

The Hanlons also know it isn't all about the bike.

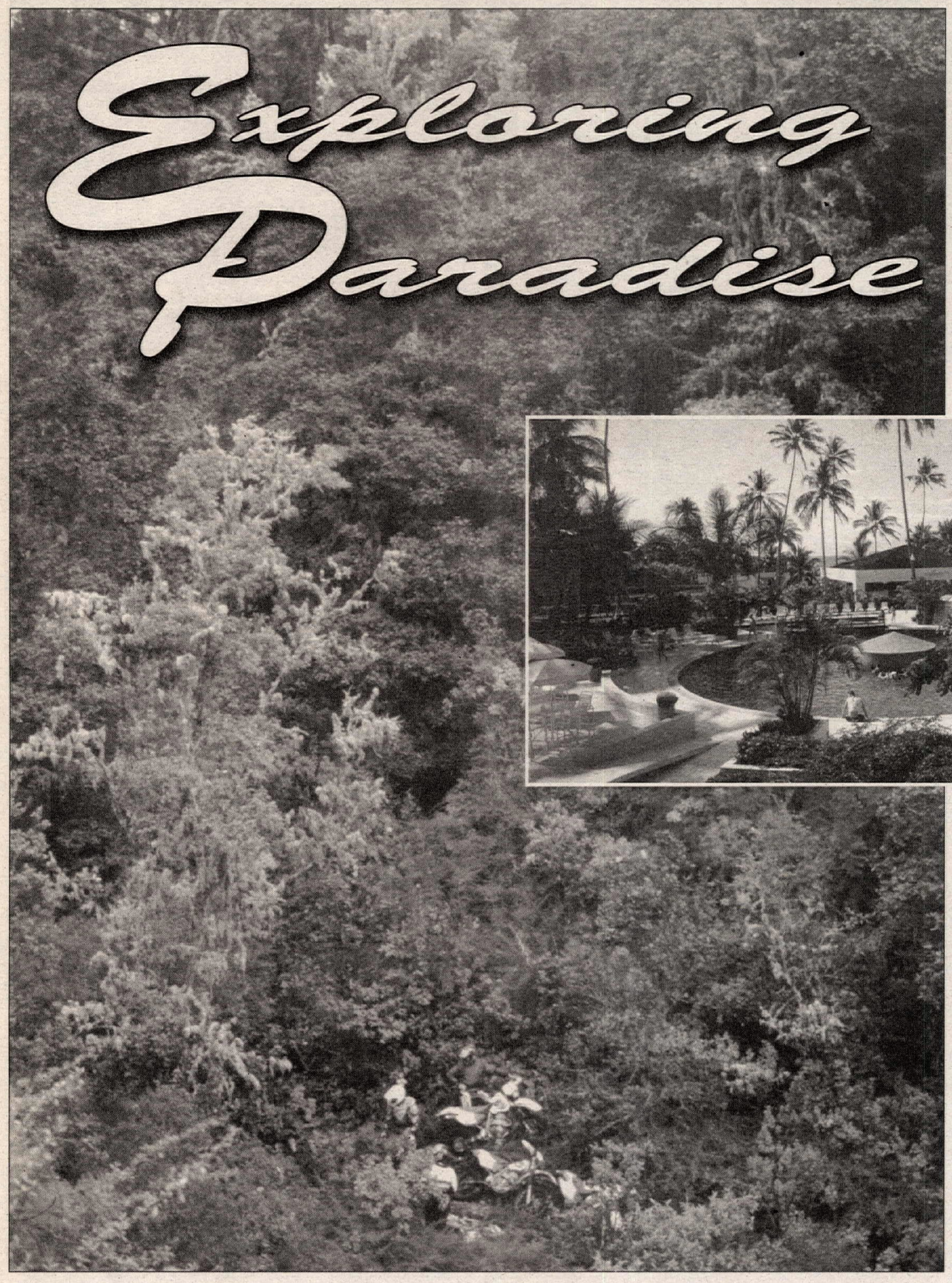
"If we were selling people just a machine, it probably wouldn't work," Dave Hanlon said. "But we truly believe that motorcycling is more than just motorcycles. It's a lifestyle. It's history. It's freedom. It's individuality. That's what we're offering. All of that."

In other words, they're also selling their dream, which appears to be very close to coming true. After all, Excelsior-Henderson is acting like a legitimate manufacturer and looking more like one every day, so that means they are one.

Right? CN

Motoadventures' trail ride in Costa Rica

Exploring Paradise



(Left) Since much of Costa Rica is lush jungle, that's where a lot of the trails are located.
(Above) One of the nonriding highlights of the tour has to be the time spent at the Best Western Resort in Jaco, on Costa Rica's Pacific coast. Though our time frame didn't permit it, normal tours use this as a base for two nights, with the day in between available for either more riding, exploring the little town, or just relaxing.

By Mark Kariya

Every moto-head dreams of riding in Paradise - a place where the trails are fun, the scenery exotically beautiful, the amenities first-class and the hassles nonexistent.

There are places like that, some even in our own country. But it'd be hard to beat what Motoadventures has come up with in its tours of Costa Rica, which must be considered the crown jewel of Central America, if not all of Latin America.

If you're not familiar with Costa Rica, you're missing out on a truly wonderful place. Yes, it's where 125cc supercross star Ernesto Fonseca comes from, but it really isn't a bastion of moto talent with practice tracks on every hill.

For one thing, it's not just another little banana republic with Marxist guerillas lurking in the jungles, waiting for gringo tourists to take hostage. Costa Rica is just slightly smaller than West Virginia, bordered by Panama on the south and Nicaragua on the north, and Costa Ricans take pride in the fact that their country has the highest literacy rate in the Western Hemisphere (94.8 percent). Tourism and agricultural exports are its primary economic strengths. In addition, the Costa Rican constitution prohibits armed forces, so you won't be running into groups of soldiers toting automatic weapons everywhere.

Enough of the social studies and geography lessons, though.

What does Motoadventures offer? A package that will have you on the trail four of the seven days (though the hardy have the option of riding on the free day in the middle of the week), that's what. The first day's set aside to allow you to get adjusted after your flight to the capital city of San Jose (air fare and transportation aren't included in the tour's price of $1970), and the final day is for taking last-minute tours, shopping and/or sightseeing before your return flight.

Don't worry if your group includes a nonriding spouse or kids, because there are plenty of things they can do, too. Shopping and sightseeing are top priorities for many vacationers, and Motoadventures can arrange for just such expeditions. Since Costa Rica is a prime destination for surfers, catching some waves is another very popular alternative, but other activities include mountain biking, hiking, white-water rafting - nearly anything you can dream up, Motoadventures can arrange. Just lying on the beach all day is certainly one attractive option.

But if you like to ride, you'll want to spend as much time as possible on the many trails that trail/tour guide Jose "Larry" Larrabure seems to have memorized. We went on a Motoadventures ride earlier this year and put in plenty of saddle time (four straight days for our abbreviated tour). Motoadventures uses new 1999 Honda XR400Rs (purchased earlier this year) for the tours. They're about as ideal for the task as you can get, and they're kept in very serviceable condition (support truck driver Marco Marin tended to the bikes each night; they receive more-extensive maintenance after each tour).

If you're wondering about Larrabure's credentials, relax - he's an excellent rider. Naturally, he's done some racing, mostly long-distance-type stuff: Incas Rally, two ISDEs, lots of enduros and cross country races - winning several National championships in Central America. Though originally from Peru, he speaks excellent English, and when not guiding tours or otherwise taking care of business, he apparently spends the rest of his waking hours seeking out new trails or route variations.

You see, Motoadventures doesn't simply take you on a worn-out, predetermined trail. Larrabure and his partners want to make sure you have the most enjoyable ride of your life, and that means making sure you're not in over your head or are bored to tears. He's a good judge of ability; should you feel incapable of tackling a certain hill or other obstacle, Larrabure is more than willing to ride your bike through if there are no alternatives, and he won't belittle you afterward. The same cannot always be said of the riding partners you happen to be with, but what are friends for if not to give you an occasional good ribbing?

(Left) If you want to be challenged, guide "Larry" Larrabure can take you on trails that will keep the most masochistic moto-head giddy. After sections like this, you'll need to take a long pull out of that drink system you're carrying, even if the weather's on the cool and damp side. (Right) When it gets a bit damp, the clay is extremely slick - as Chuck Brown found out when heading up (not down) this road.

There is, of course, an itinerary that provides maximum trail time, though customized rides are possible. It usually starts with your arrival on Sunday at the Juan Santamaria International Airport in San Jose and ends when you leave on Saturday. In between are four days of great riding, with a fifth day available should you want to forgo R&R at the beach and head for the hills on the XRs instead.

The standard tour finds you arriving in San Jose and being picked up by a member of the Motoadventures staff. You'll spend the night in the Best Western Irazu, which is in the city and a wonderful place to stay. On Monday morning, you're thrown to the lions right away, riding straight from the hotel parking lot through San Jose rush-hour traffic to the trail head outside of town. No amount of racing experience can prepare you for this; the best preparation is probably years of commuting through New York City traffic on a dual-sport bike facing insane bus drivers, panicked delivery boys and unwary businessmen.

Once in the dirt, things calm down considerably. Nature has a way of doing that. The destination for day two is the Volcan Turrialba Lodge, which is a remote lodge at the base of the Turrialba volcano. One of Larrabure's favorite trails in the world is in the old pine forest en route to Turrialba, with its single-track winding through an incredibly deep layer of old pine needles. You'll also pass farmers' fields, utilizing fairly rocky two-track, and have lunch at a roadside restaurant. (Meals are included, and are warm and tasty; most food seems to be mild compared to Mexican-style dishes, which rely a lot on spicy-hot salsas.) Since it's likely to be on the cool and damp side en route to an eventual 10,000 feet, a light, water-resistant enduro jacket is recommended at least for the trip up and then down the mountain. A high-capacity drink system is a good idea at all times.

The lodge is quaint. It has no resort-type amenities like a pool or souvenir shop or concierge. In fact, there aren't even telephones, and it's "lights out" when the diesel generator shuts down for the night. But when you step outside on a clear night and look to the faint, dark outline of Turrialba to the east, look up and take in some of the brightest stars against the blackest sky you've ever seen. If you don't like it, don't worry - tomorrow night you'll be back in the Best Western Irazu, where you can gamble and drink to your heart's content.

Before then, however, you'll get up and hit the trail for day three, which will take you to the top of the volcano. The "road" to the top is about seven miles long, but it's so wiped out by disuse that it rivals any enduro trail for degree of difficulty. Don't be surprised to see hikers and horses, but remember that it takes most hikers about six hours to reach the top. Even with a couple of time-outs, it took us less than an hour. (The government does have plans to rebuild the road, but there's no telling how long that'll take.)

(Right) Not all trails are like trials sections, but nearly all of them feature postcard-pretty views.

If you're expecting a visitor's center or other things one might find at, say, a Hawaiian volcano, guess again. The lack of easy access means that only the hardiest souls even attempt the trip. It's not highly trafficked, and the only concession to visitors is a wooden picnic table and a sign or two. Use common sense if you peer over the edge into the crater!

After some time for a few photos and some exploring, it's time to head back down the hill. Since variety is the spice of trail life, Larrabure uses different trails whenever possible. After backtracking off Turrialba, he indeed has different ones to reach San Jose and civilization.

Day four finds you heading west out of San Jose toward the Pacific coast. Destination: Jaco - a beachside resort city. The terrain is more varied than on the previous two days; you'll cross more rivers and tackle more ups and downs, all the while in surroundings much more junglelike. It's impossible to avoid noticing that it gets substantially more humid the closer you get to the coast. It may not be hot (the average temperature for the country is a balmy 75 degrees, according to Motoadventures), but you'll be working hard, depending on the trails Larrabure has you on, so you'll be glad you're carrying that drink system. If you ride in the rainy season, which runs from May through November, it's a good idea to have a lightweight, water-resistant riding jacket, though the rest of your outfit should consist of warm-weather gear. This can be a long day, again depending on the trails used; we got into the Best Western Resort in Jaco right around dusk.

Now, there's something about riding up to a fancy place like the Best Western Resort on a dirt bike in filthy riding gear that makes you feel wickedly sinful. As long as you don't clean your gear in the sink or shower, though, don't worry. The hotel personnel have grown used to the sight of Larrabure and his disheveled, weary clients parking their XRs and shuffling up to the open-air registration desk a few feet away.

And on the fifth day, there's rest. It's a toss-up here. If you're in pretty good shape and want to ride more, this is the optional day to get in more miles. On the other hand, the Best Western Resort is an outstanding facility, and we certainly wished we could've stayed to take advantage of it and poke around Jaco a little more.

Due to our shorter window of opportunity (other events we had to attend on both sides of the ride), we didn't have the luxury of deciding what to do with the optional day. We went straight into the last day on the trail. Day six is set aside for the return trip to San Jose, starting out on trails that are used for a Costa Rican two-day enduro championship. The ride back employs mostly different trails, though some of the common ones seem completely new when tackled in the opposite directions - nearly impossible climbs becoming challenging descents, for example. The day - and the riding portion of the tour - ended with the group sorting its way through San Jose traffic and ending up once again at the Best Western Irazu.

All that's left is cleaning up, enjoying one last night in San Jose, and then catching your flight back the next day. (There's an airport departure tax, but you can save some time by paying that before you get to the airport, like when you're leaving the hotel.)

Sitting around, waiting for your flight, you think back to that river you had to carry your bike through, or the views from the tops of the many mountains you managed to scale. You lived your dream of riding in Paradise, but once is not enough, and you vow to do it again. There are, after all, more trails to ride. CN

WHAT YOU GET FOR YOUR MONEY

Cost: $1970 ($500 deposit required at least two weeks before tour; group discounts for three or more, but group size is limited to five riders; price does not include flights to/from Costa Rica)

Includes:

1. Transportation to/from Juan Santamaria International Airport in San Jose
2. Use of 1999 Honda XR400R (including all fuel and normal maintenance)
3. All lodging and meals
4. Use of support truck to carry luggage (as well as Motoadventures spares and equipment)
5. Services of bilingual ride leader (English is the official language on the tour) who can tailor tour to abilities/preferences of clients
6. Souvenir T-shirt

Options: medical/life insurance, currency exchange

ESSENTIALS YOU'LL NEED

- Warm-weather riding gear (including enduro jacket and high-capacity drink system, such as a CamelBak or SRC Vital - we filled up with tap water and suffered no ill effects)
- Current passport and driver's license
- Casual apparel for evenings, plus swimsuit (expect warm, humid weather near the coast and cool, possibly wet weather in the mountains)
- Camera(s) for both riding and nonriding photos (make sure the one used on the trail is water-resistant or at least kept in something like a Zip-lock bag)

CONTACT

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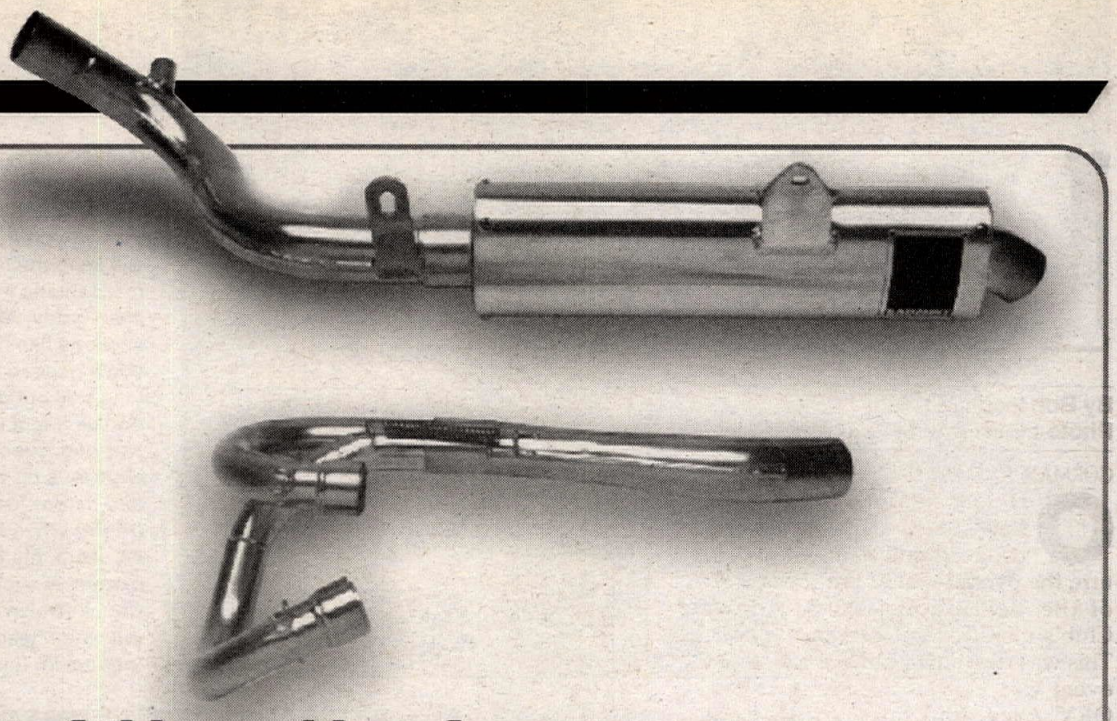
011-506/228-8494 (phone), 2568 (fax)
motoadve@sol.racsa.co.cr (e-mail)
Web site: www.motoaventura.com

Too hip

After many crash tests, EVS Speed Protection has developed the ultimate in protective riding shorts with the introduction of their **PP02 Ballistic Riding Shorts**. The shorts include removable hip and tailbone pads that are made of a heavy foam material. The short itself is constructed of six-panel, heavy-duty Lycra with leg grippers and a crotch pad. Available in waist sizes 28-38, the PP02 sells for $49. A Ballistic Riding Pant with the same features is also on the shelf at EVS for the price of $90. To get protected, contact EVS Speed Protection, Dept. CN, 2900 Airport Ave., Suite F, Santa Monica, CA 90405, 608/752-8423, www.evs-sports.com.



Out of this world performance

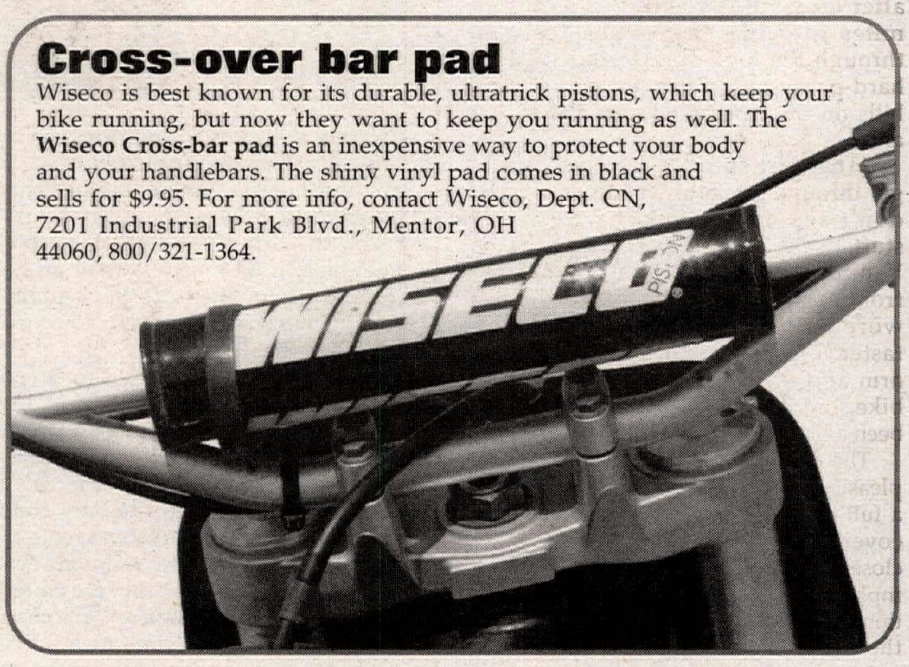
Adding another feature to an already long list, Big Gun Exhaust Systems has introduced their new **Aerospace Ceramic Coating** for all Big Gun Pipes. Currently used on top factory Grand Prix road race motorcycles and Formula One race cars, the new technology allows engine temperatures to be cut in half and also increases horsepower by 2 percent in some cases. The ceramic treatment also ensures that Big Gun pipes will no longer turn blue, rust, chip, bubble or flake. Also, the ceramic coating is lighter than chrome or nickel plating. The new pipes will still include the CNC-machined exhaust-port flanges, aluminum oval silencer canisters, stainless buttonhead allen bolts with weld inserts, and the proven quality and performance for which Big Gun is known. For more information, contact Big Gun, Dept. CN, 8628 Utica Ave., Suite 500, Rancho Cucamonga, CA 91730, www.biggunexhaust.com.

Lock down

Nothing is worse than getting your bike stolen or a kid that does not behave. That is why Acerbis has developed an insurance policy/dunce chair in the form of a **Motorcycle Disc Lock**. If you are afraid of bike theft, then lock it up. If your son or daughter does not make grades, lock up their bike. The disc lock is small and convenient to take with you anywhere you ride. It is made of tempered steel and treated with an anticorrosion treatment. It fits disc rotors up to 9.5mm in diameter and comes in two sizes for $25. Call Acerbis, Dept. CN, Poway, CA 92604, 619/679-5220, www.acerbis.com.

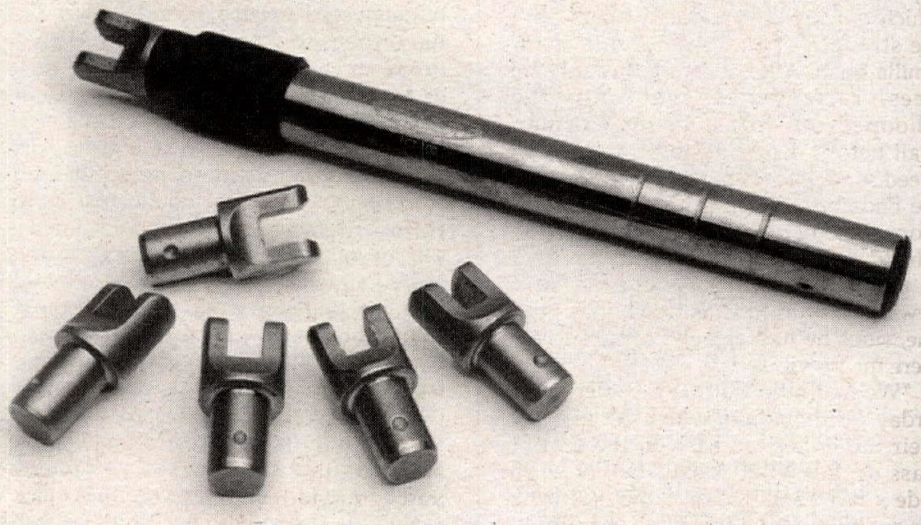
Cross-over bar pad

Wiseco is best known for its durable, ultratrick pistons, which keep your bike running, but now they want to keep you running as well. The **Wiseco Cross-bar pad** is an inexpensive way to protect your body and your handlebars. The shiny vinyl pad comes in black and sells for $9.95. For more info, contact Wiseco, Dept. CN, 7201 Industrial Park Blvd., Mentor, OH 44060, 800/321-1364.



Track 'n' trail and beyond

Sidi's new All Track off-road boot is just as comfortable off the bike as it is on it. Made from a softer, more flexible grain of leather than its cousin, the Flex boot, the All Track offers the same quality and construction at an affordable price. The All Track includes a cam-lock buckle system identical to that of the Flex boot, anti-wear shammy split-grain leather on the upper inside of the boot to isolate the leg from external heat sources, a polyurethane front shin plate, and a number of other high-tech features. Available for $220 in all colors and sizes 8 to 13, the All Track's great comfort favors long days in the saddle, such as dual-sport adventures or off-road races. If you spend all day in your boots, the Sidi All Track is the most comfortable option. For more information, call Motonation, Dept. CN, 14168 Poway Road, Suite 205, Poway, CA 92604, 877/789-4940, www.motonation.com.



True spoke torque

Fasst Company's new **Spoke Torque Wrench** is modeled after the unobtainable tool that factory motocross and off-road mechanics have been using for years. Made in America, the steel spoke wrench comes preset in either 48- or 60-inch pounds to eliminate the over- or under-tightening of spokes. Simply tighten the spoke until you hear and feel a click, and you know the spoke is adjusted correctly. The wrench comes with two bits, and you have six different bits to choose from at point of purchase for the amount of $129. Call Fasst Company, Dept. CN, 25 Savona Walk, Long Beach, CA, 562/439-1025, www.fasstco.com.

Lewis feasts at Hungry Valley

By Ron Pocher
Photo by Photos by Grumpy

GORMAN, CA, MAY 16

Off-road handy man Jimmy Lewis used a fine combination of speed and trail savvy to capture the overall win at the 15th running of the Ventura County Motorcycle Club's qualifier in Gorman, California. This was the third year in a row that the event was held at the Hungry Valley ORV Area, and, as a local, Lewis' knowledge of the terrain was definitely a factor in his convincing win.

"I've been riding at Gorman for years, since I was a little kid," said Lewis. "I grew up here, plus I used to be a member of VCMC until I had to move to the L.A. area because of my job."

The 35-mile first loop started on the Hungry Valley motocross track, but the initial circuit would be a warmup or practice lap since riders did not check into the first special test until shortly after crossing the entrance road two miles into the event. The test ran through the high-speed sand washes, hard-packed switchbacks, and rolling hills on the eastern edge of the riding area.

"That first special is always hard to get through smoothly, because we just don't see much slick, hard-packed stuff," said 250cc Expert winner Dana Van Stee. "I fell down once when the front end washed out, but as the test wore on I seemed to be going a bit faster. I'm just getting over a broken arm and trying to get used to a new bike, the KX250, so I might have just been a little rusty, too."

The first transfer section was an eye-pleasing affair, as riders were treated to a full-color tour of the wildflowers that cover the ground in the area that lies closest to the I-5 freeway. The 18- to 22-mph speed averages in the transfer sections gave racers plenty of time to reach the checkpoints without losing route points throughout the day.

The second special test started on the tight, winding Sterling Canyon Trail, which quickly reacquainted riders with the strength of the unforgiving manzanilla bush. After twisting through the trees, racers were sent onto the whooped-out ridges of the Gorman Trail before dropping into more high-speed sand washes in the area known as the Badlands. The end of the test (and loop one) included a trip around the minibike track that sits just to the west of the main motocross course, and Lewis got around it as quickly as anyone, since he had enjoyed some success there the previous day.

"We had a So Cal XR race here yesterday for the adults who can't give up their minibikes, and I won the Expert class on my XR80," said Lewis, who rode a KTM 380EXC on Sunday during the qualifier. "It's a fun game indeed."

Team Green's young Kurt Caselli had a rather intense moment midway through the second special test.

"I was ripping along through one of those washes and I came around a blind turn and there was a deer standing broadside right in the trail," said Caselli. "It looked like he was going to jump out of the way, but then he kind of froze and I thought, 'Oh, no.' Luckily for both of us, he bolted right before I nailed him."

(Left) Jimmy Lewis posted the fastest times in all but one special test en route to the overall win at round two of the District 37 Enduro Series. (Below) The only man to beat Lewis in a special test all day was Kurt Caselli, who finished second overall, first in the 200cc A class.

The start of the 38-mile second loop was again on the motocross track, but this time around it would mean something, since it was the start of the third special test. The course then headed south for about nine miles of washes and sand hills on the Pronghorn Trail before dumping the riders into the dense brush of the Lower Freeman and East Freeman Trails in a relatively flat, low-lying section of the riding area. Racers then veered back north through the wooded switchbacks of Vic's Cat Trail to complete the test.

The fourth special test started on the razorback ridges of the Homestead Loop before sending riders down the one-way Tataviam Trail, which would prove to be one of the more technical sections of the day. Most of the turns were bermed, but off-camber bends and plenty of ups and downs tested the racers' riding skills. Keeping a watchful eye for course markings was also an important factor in this section, as several riders either lost the ribboned trail or found themselves on the wrong side of the fence - literally.

"In that fourth special, I looked up and saw Lewis heading back down the trail towards me, and then I saw the ribbon across the fence about the same time," said Caselli. "I spun around, went around the fence corner, and took off. It was really fun after that, because me and Lewis diced back and forth the rest of the test."

The fifth and final special test incorporated a lot of the same trails that were used on test two, on the Badlands trail, but this time racers rode the minibike and motocross tracks in their entirety to finish up the event.

Lewis took the overall with 69 seconds to spare. Caselli brought his Answer/Pro Circuit/IMS-backed KX125 in at second overall, while TM USA's Luca Trussardi nabbed third overall, first A Vet 250cc, at 94 seconds off the winning pace.

"I had a good time - no real problems," replied the Cemoto/Gaerne/ºScott-backed Trussardi. "My front brake was not so good in the first test, but that got better, and my suspension was a little soft for the motocross. I tangled with a rider in test four, but we both just jumped up and rode on. I liked the last test best."

Team Green's Van Stee, who enjoys support from Pro Circuit, Moose and Alpinestars, won the A 250cc class at fourth overall, while KX250-mounted John Spaeth rounded out the top five to take second A Vet 250cc.

Rick Daniel came home sixth overall and first in the competitive A Vet Open division. For Daniel, winning his class in a District 37 Enduro is not all that uncommon, but what he utilized to win it with most certainly was. Daniel obviously enjoyed describing the creation he calls "Frankenbike."

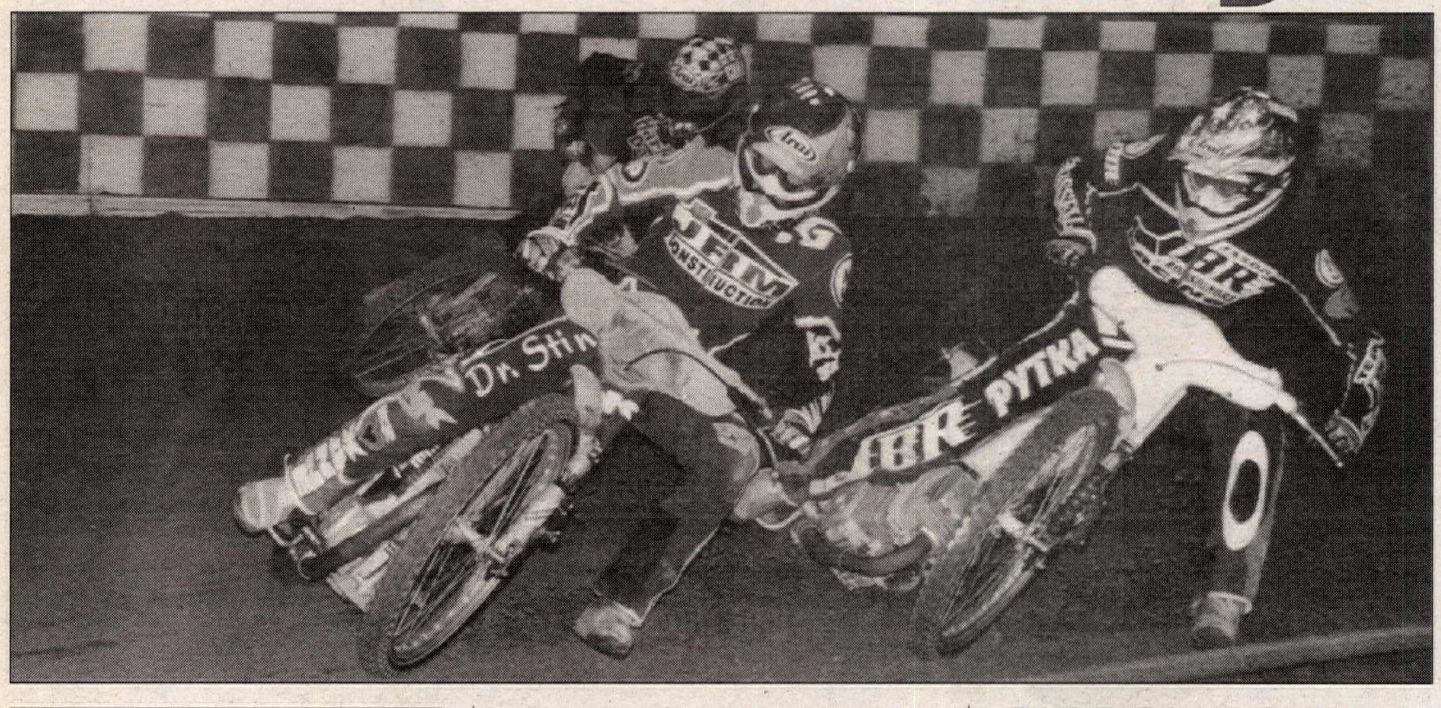
"My KX500 is broken right now, and my YZ360 is set up for motocross, so I had to ride this ghastly concoction," joked IMS-backed Daniel. "It's a 1988 YZ490 motor stuffed into a 1989 YZ250 frame with a homemade subframe, unpainted of course; an IT400 seat; and a 5.5-gallon IMS gas tank that's supposed to go on a KLX650. I didn't have many people holding me up. They were jumping out of the way all day. That thing makes so much noise, they probably thought a crop duster was about to land on them." CN

Hungry Valley ORV Area
Gorman, California
Results: May 16, 1999 (Round 2)

MINI A: 1. Travis Wagschal (Suz); 2. Jeff Dillon (Kaw).
WMN A: 1. Michelle Cassella (Kaw); 2. Kassie Gray (Kaw); 3. Anna Cody (Kaw).
200 A: 1. Kurt Caselli (Kaw); 2. Morgan Crawford (Kaw); 3. Ron Nozaki (Kaw).
250 A: 1. Dana Van Stee (Kaw); 2. Kevin McEvoy (Hon); 3. Luke Dodson (Kaw).
OPEN A: 1. Jimmy Lewis (KTM); 2. Dave Ondas (Kaw); 3. Chuck McBurney (Kaw).
VET 250 A: 1. Luca Trussardi (TM); 2. John Spaeth (Kaw); 3. Chris Oswald (Hon).
VET OPEN A: 1. Rick Daniel (Yam); 2. Marc Schneider (Kaw); 3. Robert Baehr (Hon).
SR 250 A: 1. Kevin Hasten (Yam); 2. Rusty Scott (Suz); 3. Charlie Barney (G-G).
SR OPEN A: 1. Chuck Miller (Hon); 2. Mike McGee (Kaw); 3. Ken Ehlers (Yam).
MAG A: 1. Bill Maxim (Kaw); 2. Art More (Kaw); 3. Don Doerkson (KTM).
S/SR A: 1. Ray Bandfield (Yam); 2. Roy Watson (KTM); 3. Don Voyer (Hon).
WMN B: 1. Sarah Schilke (Hon).
200 B: 1. Joe Tabush (Kaw).
250 B: 1. Dean Walker (Yam); 2. Tim Scott (Yam); 3. Eric Caudillo (Kaw).
OPEN B: 1. Mark Henry (Hon); 2. Rick Carlisle (KTM); 3. James Hasenjaeger (KTM).
VET 250 B: 1. Mike Schexnyder (Yam); 2. Dean Alexander (Yam); 3. Robert Depue (Hon).
VET OPEN B: 1. Edward Korthuis (KTM); 2. Russ Stevenson (Hon); 3. Todd Smart (Yam).
SR 250 B: 1. Kevin Lane (Suz); 2. Dennis Giuliany (Yam); 3. Jeff Wilson (Hon).
SR OPEN B: 1. Scott Denny (KTM); 2. Keith Shafer (Hon); 3. Don Neilson (Kaw).
MAG B: 1. Tony Harrell (Hon); 2. Carl Baldwin (Yam); 3. Terry Nichols (Yam).
MINI C: 1. Joshua Roche (Hon); 2. Lee Bunting (Kaw).
WMN C: 1. Stacy Doerksen (Hon); 2. Vanessa Crawford (Kaw); 3. Courtney Hasten (Yam).
200 C: 1. Brian Robbins (Kaw); 2. Jeff Leonard (Hon); 3. Will Porter Jr. (Yam).
250 C: 1. Jason Ortmann (Kaw); 2. Richie Wohlers (Hon); 3. Troy Napp (Yam).
OPEN C: 1. Ryan Cupery (Hon); 2. Brandon Day (Kaw); 3. Travis Garr (Hon).
VET 250 C: 1. Mark Connell (Kaw); 2. Thomas Bourbeau (Hon); 3. Lance Soliday (Kaw).
VET OPEN C: 1. Lee Turrini (KTM); 2. Bruce Young (KTM); 3. Mike King (Yam).
SR 250 C: 1. Bruce Armstrong (Yam); 2. Mark Schlotterbeck (KTM); 3. Daniel Barnett (Suz).
SR OPEN C: 1. Robert Baillie (KTM); 2. Dan Kilgore (KTM); 3. John Doud (KTM).
MAG C: 1. Ronald Kenyon (Kaw); 2. Jim Flores (Yam); 3. Michael Mooney (Kaw).
MINI D: 1. Steven Snyder (Hon); 2. Jim Rusiewski (Hon).
WMN D: 1. Emily Mason (Kaw).
200 D: 1. Brent Mandred (Yam); 2. Cameron Brewer (Kaw); 3. Kyle Knight (Hon).
250 D: 1. Tim Holt (Kaw); 2. Greg McDonnell (Yam).
OPEN D: 1. Jerry Payton (KTM).
VET 250 D: 1. Larry Waterhouse (KTM); 2. Jerold Snyder (Hon).
VET OPEN D: 1. Mark Nelson (Yam); 2. Bob Mitchell (Hon); 3. Gregory Ferruzzo (Yam).
SR 250 D: 1. Gil Irwin (Kaw).
SR OPEN D: 1: Dan Johnson (Hon); 2. John Landis (Hon).
MAG D: 1. Tom Schwartz (Hon).

FIM World Speedway Championship American Qualifier

Faria's first at Fast Fridays



"Flyin'" Mike Faria (center) claimed the win at the FIM World Championship Qualifier at Fast Fridays Speedway in Auburn, California. Faria is now one of four riders qualified for the Overseas Final at Kings Lynn, England, on June 13.

By M. Sober
Photos by Gen Moore

AUBURN, CA, MAY 21

"Flyin'" Mike Faria, who has three U.S. National Speedway Championships to his credit, can now add the 1999 FIM World Championship American Qualifier to his list of career accomplishments.

An enthusiastic overflow crowd of more than 5000 crammed into the picturesque Auburn Gold Country Fairgrounds Fast Fridays speedway facility to witness what would arguably be the most talented field of speedway riders that would gather in the United States all year. They were not disappointed.

"I'm hot, hot, hot right now," Faria said after the meeting. "I'm ready for Kings Lynn. I've ridden there before. It's big, fast and tacky. That's my kind of track."

Faria totaled 13 points in the meeting, just enough to avoid the logjam behind him in second place, where no less than four riders - Josh Larsen, Charlie "The Edge" Venegas, Bart Bast and Jimmy "The Jammer" Sisemore - ended the night's regular program tied at 12 points each. The FIM World Championship Qualifier, known as the American Final until this year, only allows for the transfer of the top four finishers to the Overseas Final. Venegas removed the anticipation of which of the four would be eliminated in the runoff when he ripped through the starting tapes and was disqualified. Larsen ended up winning the runoff on the third attempt, just ahead of Sisemore and Bast, whose crash precipitated the second restart.

Former World Speedway Champion "Sudden" Sam Ermolenko, who delivered a maximum score while winning last year's American Final, shocked everyone with an uncharacteristicly poor meeting. Ermolenko, who finished with only seven points, traveled to the Qualifier without his "A" bikes, and it ended up costing him on the sticky, deep Auburn oval.

"I really did expect things to go better for me over here," Ermolenko said. "It looks now like I should have brought bikes with me from England, but I chose not to. It's my own fault. But hey, give these guys here credit - they can really ride this thing. I wish them good luck at the Overseas Final. The competition will be intense, and I hope they're ready."

Ermolenko's problems started with the first race of the night, as he got clear at the start and led the field through the first turns but couldn't get the bike to slide in the next turn and dropped to the back of the pack.

Pat Linn took over the lead when Ermolenko straightened up and went on to win, ahead of Randy DiFrancesco and Robert Curry. Faria took the second-heat win ahead of Sisemore, who had to get past Schwartz on the last lap to claim second place. Venegas led the entire way in heat three, just ahead of Bast and Bob Hicks. Larsen got a good start out of lane four but also had trouble with his gearing and floundered in last. Gary Hicks took the early lead in heat four but ended up the victim of a Northern California Speedway sandwich on the last lap when Bobby Hedden went from third to first with a powerful outside move just as Billy Janniro was pushing past Gary Hicks on the inside. Hedden won, Janniro was second and Gary Hicks was stuck with third place and one point.

Faria continued his perfect score with a flawless start and victory in the second-round opener. Bast finished in second place after pushing Gary Hicks aside on lap two. Venegas came out in front after a good start in the next heat, only to see his lead fizzle away when Sisemore went inside of him entering the first turn of lap two. Once Sisemore was in front, all Venegas could do was follow and hold off Janniro, who was pushing the leaders but couldn't get around them. Venegas dropped his first point of the meeting. Schwartz jumped out to a quick lead and won heat three. Larson made some adjustments between heats and finished just in front of Ermolenko, Manchester and then Hedden in the final heat of the round. After two rounds, only Faria still had a perfect six points. Sisemore and Venegas were next, with five apiece.

Round three opened with Sisemore getting off the pole with a great start, but Hedden dazzled the crowd with one of his patented outside passes on the last lap for the win. The next heat saw Faria drop his first point of the meeting when he finished behind Larson after taking the initial early lead. Only Faria's deft save on lap three prevented even further disaster when Larsen parked and left him with nowhere to go. Faria stayed on and maintained second place, ahead of Felicio. Bast got his first win of the event in heat three with a nice gate and a strong finish. Ermolenko closed out the middle round with his first win. Venegas drove hard on the outside but couldn't get around the smooth-riding former World Champion and had to settle for another second-place finish. Faria still led with eight points, one point better than Venegas and Sisemore. Bast was another point back with seven.

Larsen put himself back in overall contention when he opened up the fourth round with his third straight win. Larsen's concentration didn't falter despite a restart after Linn crashed, or during the extended two-minute hold for Schwartz's mechanical problems that became reserve rider Ian Ferris's opportunity. Gary Hicks continued to have a day he'll soon forget. He got a good start and had a comfortable lead in heat two when he suddenly straightened up in turn four and rolled to a stop with mechanical problems. Robert Curry quickly seized the lead, ahead of Bob Hicks, and held on to record his first win of the night. Venegas got back in contention with an impressive win over Faria that left the two tied at 10 points with one ride to go. Sisemore continued to impress as round four went in the books, topping Bast and Ermolenko to draw even in points with Faria and Venegas as the Qualifier entered the final round.

Venegas had the first ride of the final round and figured to grab a quick three points, which would put him into the lead and place the pressure on Faria and Sisemore to keep pace. Venegas' plans went awry when a rejuvenated Manchester borrowed Faria's GM and dropped Venegas to second place. Bast did what he had to do in the second heat, when he went wire to wire for a win. The next-to-last heat of the meeting turned out to be its most pivotal. Larsen's fourth straight win, a big one over fellow point leader Sisemore, pushed him into a tie for the overall lead with Venegas and Sisemore, who both dropped a point in the final round, as well as with Bast, who gained a point in his last chance.

Faria's destiny was in his own hands and he was up to the challenge, as he took the lead from the start and put in a vintage Faria ride to finish one point better than anyone else. Ermolenko's chance to give Faria a run ended when Bob Hicks fell in the first turn and Ermolenko was forced to back off to avoid the downed rider.

With the four riders still tied for the remaining three positions, Sisemore drew the pole for the runoff. Venegas claimed lane two, with three and four going to Bast and Larsen, respectively.

As they lined up to decide who was going to be eliminated from transferring to King's Lynn for the Overseas Final on June 13, Venegas couldn't help but notice that Sisemore was in the extreme right side of his number-one starting lane, virtually leaning over into Venegas' grid.

"I backed out and protested, but nothing was getting done about it, so I staged back in," Venegas said. "I knew I had to get a good start to have any chance, so I just decided to go for it."

Venegas did, leaving the starting line early and ripping down the tapes as he went, thus eliminating himself from a qualifying spot. With Venegas out, Sisemore was the first away on the next try, and he led the trio through the first turns. Larsen had a decent gate of his own from four and was running a tight outside line that had worked so well for Hedden throughout the night. Bast didn't get as good a start as the other two but got a great drive coming out of two and was right on top of the leaders as they entered the next set of curves. Bast then drove his Jawa right into the back of Sisemore as they were going for the same spot on the track, causing both riders to crash.

Both riders made the restart, where Larsen took the win. Sisemore barely held off Bast for second, but it was a moot point, because all three were qualified for the Overseas Final in Kings Lynn, England, on June 13.

The one rider with the best chance to progress past the next round won't be going to Kings Lynn for the Overseas Final - that is, unless a spot opens up and he's asked to fill it. But 1993 World Final winner Ermolenko was candid on the subject in the pits after the event.

"I'd love to go, and I think I'd do a good job, but those guys deserve to go. They earned it. I just hope they have an idea of what's waiting for them in that next race. It's a whole different world over there." CN

Gold Country Fairgrounds
Auburn, California
Results: May 21, 1999

O/A: 1. Mike Faria (GM)13 pts; 2. Josh Larsen (GM) 12; 3. Jimmy Sisemore (Jaw) 12; 4. Bart Bast (Jaw) 12; 5. Charlie Venegas (GM) 12; 6. Billy Janniro (Jaw) 9; 7. (TIE) Sam Ermolenko (GM)/Bobby Hedden (Jaw) 7; 9. Bobby Schwartz (GM) 6; 10. (TIE) Chris Manchester (GM) 5; Pat Linn (Jaw) 5; Robert Curry (Jaw) 5; 13. (TIE) Chad Felicio (Jaw) 4; Bob Hicks (Jaw) 4; 15. (TIE) Gary Hicks (GM) 3; Randy DiFrancesco (Jaw) 3; 17. Ian Ferris (Jaw) 1.

Valcore victorious

By Beth and Bob LaRock

SAN BERNARDINO, CA, MAY 16

Riders from all areas of Southern California met at Glen Helen Raceway for the opening round of the Yamaha Dealers Series. The five-round series is held every year during the months of May, June and July on the Glen Helen National track.

Before the first moto, 125cc Novice rider Mark Valcore said that he planned to take off from the gate and not look back. He did just that, leading 30 riders off the starting gate through the holeshot turn. Following close behind him were David Sullins and Cliff Jennings. Jennings passed Sullins on the first lap, but Sullins quickly regained the number-two position.

Mission Yamaha-sponsored Nathan Michael Jones should have been given an award for persistence in his first-moto performance. Starting off in sixth, Jones worked his way up to third and briefly challenged Sullins for second on the second lap. Sullins and Jones rubbed plastic in the finish-line turn. Sullins stayed upright; Jones slid out and hit the ground, remounting in sixth.

While Jones was on the ground, Yamaha of Cucamonga rider Chris Roberts advanced to third. Jones again worked his way through the riders, regaining fourth before going down again, this time losing two positions.

Montclair Yamaha rider Jerry Jetton crashed on lap three, and Jones, having nowhere else to go, again hit the dirt. Somehow, Jones was able to regain his composure and again weaved his way through the pack up to fourth. At the finish line, John Burr Cycles' Valcore and Sullins finished first and second. Roberts crossed the line in third, and Jones came in fourth.

"I did get a little tired," Valcore admitted after the first moto, "but when the white flag came out, I knew I was going to be okay."

"I'm just going to try to ride smoother and smarter," said Sullins, looking forward to the second moto.

In moto two, Danny Mohr secured the holeshot, followed by Kevin Payne and David Sullins. Jones came through the holeshot turn in fifth. By the end of the first lap, Jones had worked his way to third and was challenging Payne for second. Valcore, starting off in eighth, followed Jones and was in the number-four position. Both Jones and Valcore passed Payne and Mohr on the third lap. Jones, Valcore and Mohr held the one-two-three positions to the finish.

"I got a better start in this moto," said Jones at the finish line, adding with a laugh, "and tried really hard not to fall."

Jones took second overall for the day in the 125cc Novice class. Jones also took first overall in the 250cc Novice and Four-Stroke Novice classes.

Valcore was pleased with the event.

"I took first overall," he said, "so that's cool."

In the Vet Novice class, no rider appeared to be as surprised with the first-moto win of John Burr Cycles' Milton Mize as Mize himself. Mize came through the holeshot turn in second, quickly took over first and held the lead to the finish line.

"I never get to win," said Mize at the finish line. "That's a first. I guess even a blind squirrel finds an acorn once in a while."

Dave Simon finished in second, followed by Danny Cunningham. Cunningham, Shane Hawley and C.T. Falk led the Vet Novice riders through the holeshot turn in moto two. Falk passed Hawley on the first lap and took the lead away from Cunningham on the outside of the turn coming off Animal Leap.

Falk crossed the finish line in first, followed by Cunningham and Simon.

"This is a great track, the weather was perfect," a jubilant Falk said, "and I passed my buddy Sam Ramirez."

Ramirez, who came in fourth, was quick with a comeback - or rather a prediction.

"I'm going to race the rest of the series," he said, "and I promise you I'll beat C.T." CN

Glen Helen Raceway Park
San Bernardino, California
Results: May 16, 1999 (Round 1)

P/W MOD (0-6): 1. Shaun Caudill (Lem).

P/W MOD (7-8): 1. Chad Smith (KTM); 2. Dustin Gillis (Lem).

60 (0-8): 1. Nolan Shultz (Kaw); 2. Jordan Ruston (Kaw); 3. Travis Woods (Kaw).

60 (9-11): 1. Andrew Johnson (Kaw); 2. Justin Falk (Kaw); 3. Cody Bohannon (Kaw); 4. Kenneth Skinner (Yam).

80 BEG: 1. Scott Carlton (Yam); 2. Bobby Dye (Yam); 3. Ivan Shultz (Yam); 4. Mike Wetzel (Yam); 5. Kris Paluzzi (Yam).

80 NOV: 1. Kevin Hunter (Yam); 2. Jeff Vaughn (Kaw); 3. Dave Jackson (Yam); 4. Grant Klann (Yam); 5. Jared Minor (Hon).

80 INT: 1. Cale Wallace (Yam); 2. Scott Simon (Yam); 3. Emeka Udeh (Hon); 4. Vincent Benavides (Hon); 5. Adam Taki (Kaw).

80 EX: 1. Donnie Gritton (Yam); 2. Daryl Ecklund (Yam).

125 BEG: 1. Ryan Cowell (Yam); 2. Jason Meadows (Hon); 3. Rick Pumhoff (Yam); 4. Jeremy Roberts (Kaw); 5. Nils Berge (Hon).

125 NOV: 1. Mark Valcore (Yam); 2. Nathan Michael Jones (Yam); 3. David Sullins (Yam); 4. Danny Mohr (Yam); 5. Chris Roberts (Yam).

125 INT: 1. Dusty Walters (Yam); 2. Sean O'Connor (Yam); 3. Erik Meyer (Yam); 4. Cory Gibbons (Yam); 5. Jason Ciarletta (Yam).

125 PRO: 1. John Sereika (Yam); 2. Jason Abbott (Yam); 3. Derek Mahoney (Hon).

250 BEG: 1. Bill Lunsford (Hon); 2. Michael Starr (Hon); 3. Eric Hanks (Yam); 4. Eric Reading (Yam); 5. Dustin Marvin (Kaw).

250 NOV: 1. Nathan Michael Jones (Yam); 2. Chaz Smith (Yam); 3. Chris Roberts (Kaw); 4. Mike Bozarth (Yam); 5. William Ziegler (Yam).

250 INT: 1. D.J. Umphres (Yam); 2. Alvin Zalamea (Yam); 3. Cory Gibbons (Yam); 4. Bullfrog Newcomer (Kaw).

250 PRO: 1. Tommy Harrison (Yam).

JR VET BEG: 1. Joe Hernandez (Yam); 2. Justin Rossetti (Yam); 3. Don Abadie (Kaw); 4. Mike Powell (Yam); 5. Joe Bein (Yam).

JR VET NOV: 1. Chris Roberts (Kaw); 2. Jack Miller (Yam); 3. Mike Daniels (Yam).

JR VET INT: 1. Chris Alvarado (Yam); 2. Phil Holcomb (Kaw); 3. Robbie James (Yam); 4. Chris Ladely (Yam).

JR VET EX: 1. Jeff Fine (Yam).

VET BEG: 1. Bill Lansford (Hon); 2. Dante Herrero Jr. (Hon); 3. Dennis Burns (Kaw); 4. Scott Deviller (Yam); 5. John Barry (Yam).

VET NOV: 1. Danny Cunningham (Hon); 2. Dave Simon (Yam); 3. C.T. Falk (Yam); 4. Milton Mize (Kaw); 5. Sam Ramirez (Yam).

VET INT: 1. Duane Potts (Yam); 2. Robbie James (Yam); 3. Tony Bienert (Yam); 4. Jerry Hensley (Yam).

VET EX: 1. Dan Berg (Suz); 2. John Whitaker (Yam); 3. Kurt Pfeiffer (Yam); 4. Marc Johnson (Suz).

SR NOV: 1. Michael Johnson (Hon); 2. Joe Aragon (Kaw); 3. Mark Moore (Yam); 4. Steve Jackson (Yam); 5. Skip Pulven (Yam).

SR INT: 1. Dave Simon (Yam); 2. Jon Speight (Yam); 3. Steve Dalton (Yam); 4. Tim Hulm (Yam); 5. Jason Yodogawa (Yam).

SR EX: 1. Bob Maxwell (Yam); 2. Tony Schuler (Yam); 3. Tim Marsh (Yam).

S/MINI: 1. Daryl Ecklund (Yam); 2. Donnie Gritton (Yam); 3. Scott Simon (Yam); 4. Cody Randall (Yam); 5. Jeff Vaughn (Kaw).

4-STRK BEG: 1. Glenn Shearer (Yam); 2. Jesse Berber (Yam); 3. Robert Betke (Yam); 4. Mark Eckman (Yam); 5. Steve Worley (Yam).

4-STRK NOV: 1. Nathan Michael Jones (Yam); 2. Franklin Ziegler (Yam); 3. Brett Daugherty (Yam); 4. Robert Moruzzi (Yam); 5. Sam Ramirez (Yam).

4-STRK INT: 1. Tony Bienert (Yam); 2. Todd Flaming (Yam); 3. Kurt Pfeiffer (Yam).

(Above) Danny Mohr (448), Mark Valcore (626) and Kevin Payne (33) blast out of the first turn during the 125cc Novice class at the first round of the Yamaha Dealer Series, held at Glen Helen Raceway.
(Below) Riding for John Burr Cycles, Mark Valcore came away with the 125cc Novice win at the first round of the fifth annual Yamaha Dealer Series.

District 7 Motocross Series, Round 4

Schmelyun's golden Medalist

By Jerry Athey

HANOVER, PA, MAY 16

Team Green Kawasaki/Answer/FMF/Boyesen-backed Tim Schmelyun flew to the overall wins in the Over 25 A and Vet A classes at the annual AMA District 7 Medalist Motocross, held at Happy Ramblers Motocross Park. The Ray Wilt Cycle-sponsored race, which is staffed by the District's board members and serves as the organization's primary fund raiser, drew more than 350 riders and served as round four of the 1999 AMA District 7 Motocross Series. In addition to his two overall wins, Schmelyun also put together a consistent 5-5 score for fifth overall in the extremely competitive 250cc A class.

Ted Orr blasted to the holeshot as the Over 25 A class hit the first turn at the start of moto one. Schmelyun charged into second, followed by quick-starting Yamaha rider Brian Hayden. Suzuki-mounted Pat McCormick was fourth, trailed by Honda rider Brian Miner. With barely a lap completed, the race was red-flagged due to an injured rider on the track, and the highly charged pack of riders retreated to the line to do it all over again.

At the restart, it was Schmelyun who sprang into the lead. McCormick gated better this time out for second, followed by Loudon Motorsports/O'Neal-backed Honda rider Michael Hall in third. Hayden was fourth, followed by Kawasaki-mounted Joseph Turner in fifth. Orr had problems on the restart and began the moto dead last. With Orr out of the picture, Schmelyun quickly pulled out to a sizable lead over McCormick. Hall was strong in third, followed now by Yamaha-mounted Edgar Davis and Turner. Orr blitzed through the pack into eighth and then, on the next lap, he moved by Miner and Hayden for sixth. With the leaders firmly established, all eyes were focused on Orr's incredible come-from-behind ride.

Just after the halfway mark, Orr motored by both Turner and Davis for fourth. Schmelyun continued to build his lead on McCormick as the hard-charging Orr went to work on Hall for third, finally taking the position on the final lap. Schmelyun aced the moto, followed by McCormick. Orr was an impressive third, followed by Hall in fourth. Davis put in a steady ride for fifth.

McCormick shot into the lead at the start of moto two, followed by Orr, Yamaha-mounted Jason Guthridge and Kawasaki jockey Dale Weller. Schmelyun started in fifth. As the riders began their second lap, a three-way battle for the lead had already developed between McCormick, Orr and Schmelyun. Weller held fourth, followed closely by Hall. At the halfway mark, Orr and Schmelyun shot past McCormick and began an intense battle for the top position. Hall continued to hound Weller for fourth. With just two laps to go, Schmelyun made his move on Orr, taking over the lead for good. Orr charged in for second, followed by a consistent McCormick in third. Hall matched his first-moto finish of fourth, followed again by the consistent Davis in fifth.

Schmelyun would later go on to take the overall win in the Vet A class with a strong 2-1 ride. Orr was second with his 3-2 score, followed by JT Motorsports/Pro Circuit-backed Suzuki rider Jeff Grove, who went 1-5 for third overall. Davis was fourth with his 4-3 performance, followed by Yamaha-mounted Chris Rhoten, who finished 6-4 to round out the top five overall. CN

Tim Schmelyun scored the overall wins in the Over 25 A and Vet A classes at Happy Ramblers Motocross Park in Hanover, Pennsylvania. Schmelyun also finished fifth in the 250cc A class.

Happy Ramblers Motocross Park
Hanover, Pennsylvania
Results: May 16, 1999 (Round 4)

50 (4-6): 1. Anthony Jones (Cob); 2. Jacob Grove (Cob); 3. Brandon Seibold (Cob); 4. Ryan Pelzer (KTM); 5. Michael Clark (Cob).

50 (7-8): 1. Thomas Mudgett Jr. (Cob); 2. Kyle Werner (Cob); 3. Broc Schmelyun (Cob); 4. James Smith (Cob); 5. Joshua Ford (Cob).

60 (7-9): 1. William Duffy Jr. (KTM); 2. Anthony Cascio Jr. (Kaw); 3. Zachary Harrington (Kaw); 4. A.J. Kuschatka (KTM); 5. Kyle Werner (Kaw).

80 (7-11): 1. Derrick Wile (Kaw); 2. Curk Smart (Kaw); 3. Paul Kamsch (Yam); 4. Todd LaFollette (Kaw); 5. Anthony Cascio Jr. (Kaw).

80 (12-13): 1. Todd Wilcox (Kaw); 2. Chad Smart (Kaw); 3. Nick Maringo (Kaw); 4. Michael Foor (Hon); 5. Christopher Smart Jr. (Kaw).

80 (14-15): 1. Michael Purks (Suz); 2. Robert Irving (Hon); 3. Jonathan Thompson (Yam); 4. Kyle Smith (Kaw); 5. Christopher Snyder (Kaw).

125 A: 1. Joseph Schueler (Yam); 2. Kevin Brodsky Jr. (Yam); 3. Cecil Williams Jr. (Hon); 4. Jeff Drury (Kaw); 5. Michael Rothstein (Hon).

125 B: 1. Kevin Beach (Yam); 2. Timothy Dabbs (Suz); 3. Sean Reed (Kaw); 4. Stephen Grimes (Yam); 5. Andrew Snyder (Hon).

125 C D-1: 1. Charles Cassidy (KTM); 2. Zachary Camp (Kaw); 3. Francis Jackson IV (Hon); 4. Matthew Schueler (Hon); 5. Kaulo Anderson (Kaw).

125 C D-2: 1. Jeremie Ecker (Kaw); 2. Greg Hobbs (Hon); 3. Zach Smith (Yam); 4. Michael Krabal (Yam); 5. Trenton Thomas (Yam).

250 A: 1. Jeff Grove (Suz); 2. Kevin Brodsky Jr. (Yam); 3. Joseph Schueler (Yam); 4. Tim Schmelyun (Kaw); 5. Michael Rothstein (Hon).

250 B: 1. Egli Conway (Yam); 2. Kevin Beach (Yam); 3. Timothy Dabbs (Suz); 4. Stephen Grimes (Yam); 5. Sean Reed (Kaw).

250 C D-1: 1. Steven Cox (Yam); 2. Danny Smith (Kaw); 3. Russell Sandlin (Yam); 4. Carl Marks III (Kaw); 5. Chuck Brown IV (Yam).

250 C D-2: 1. Lonnie Krout (Suz); 2. Christopher Dorsey (Kaw); 3. David Jordan (Suz); 4. Jeff Lynch (Kaw); 5. Joseph Ciuree (Hon).

OPEN A: 1. Joseph Schueler (Yam); 2. Chris Schueler (Yam); 3. Chris Rhoten (Yam); 4. Ryan Newkirk (Yam); 5. Carl Lewis Jr. (Hon).

OPEN B: 1. Robert Reatherford (Kaw); 2. Robert Mellor (Yam); 3. Jason Pickett (Yam); 4. Richard Schaub (KTM); 5. Chris Moffett (Hon).

25+ A: 1. Tim Schmelyun (Kaw); 2. B. Ted Orr (Suz); 3. Patrick McCormick (Suz); 4. Michael Hall (Hon); 5. Edgar Davis (Yam).

25+ B: 1. Larry LaBonte (Yam); 2. John Gonzales (Yam); 3. Jim Janke (Kaw); 4. Stewart Adel (Yam); 5. William Nichols (Hon).

VET A: 1. Tim Schmelyun (Kaw); 2. B. Ted Orr (Suz); 3. Jeffrey Grove (Suz); 4. Patrick McCormick (Suz); 5. Chris Rhoten (Yam).

VET B: 1. Randy Mann (Yam); 2. Bert Schulties (Yam); 3. Larry LaBonte (Yam); 4. Jim Hilty (Yam); 5. Kevin Bowman (Yam).

SR: 1. John Kirk (Hon); 2. William Speleos (Yam); 3. Douglas Wentzell (Yam); 4. Robert Dols (Suz); 5. Kevin Kellough (Hon).

4-STRK: 1. Chris Schueler (Yam); 2. Bobby Schueler (Yam); 3. Chris Rhoten (Yam); 4. Ryan Newkirk (Yam); 5. Brian Hayden (Yam).

VINT: 1. Tim Titcomb (Kaw); 2. Tom Anania (Hon); 3. Paul Dziwanowski (Hon); 4. Paul Shumaker Sr. (Hon); 5. Joseph Krok (Suz).

Virginia Championship Hare Scrambles Series Round 5

Greer storms Tidewater

By Heather Greer

SURRY, VA, MAY 16

The forecast was rather bleak for the fifth round of the Virginia Championship Hare Scrambles Series. A northeastern storm was looming off the Virginia coast, threatening downpours and gusty winds for the weekend. Thankfully, the forecast was all wrong. Actually, with cool temperatures and light breezes, the weather could not have been better. With the exception of a few mudholes, most of the 7-mile track was bone dry - especially the twisted turns through the pit area - and massive amounts of dust were kicked up.

The air pulsed with excitement as each AA-class rider revved his engine to try to get the edge over the others in the live-engine start. As soon as the hat dropped, Daniel Morrison charged down the straight stretch, just ahead of Steve Arthur and Jason Greer. Arthur and Greer went handlebar to handlebar into the last turn before the woods, but Arthur held his line and shot into the woods in the second position. Jumping the first creek crossing instead of using the bridges, Greer took over the overall lead. Deepening mudholes and slick roots did not slow him down. Greer extended his lead to five minutes by the time he crossed the finish line.

The battle for the AA-class win was tight, with Stephen Edmondson getting past Morrison on the second lap. Morrison, Edmondson and Arthur battled during the third and fourth lap as well. An empty gas tank took Arthur out of contention, leaving Morrison on Edmondson's rear fender. Morrison passed Edmondson on the last lap to take second overall and the class win.

David White took the holeshot in the 200cc A class. A little confusion at a left turn put White too far on the inside, which opened the door for Chad Parker to blitz by and take the lead. During the third lap, Parker was pulled off his bike by a vine, and White made the winning pass. Remounting, Parker stayed on White's rear fender until he ran out of gas going into the last lap. The last lap was the victory lap for White, and Parker made it to his truck in time to get gas, thus getting second place before third-placed Kawasaki rider Josh Elliot could catch him.

The 250cc A class was once again dominated by Kawasakis. Tony Deal was just a bike length ahead of Cycle Center-sponsored Kawasaki rider Wesley Moran when the hat dropped. The pair stayed tight through most of the race until Deal stalled his bike, letting Moran take the lead. Deal took back the lead when Moran found himself checking out the trail from ground level after he tangled with a lapped rider. Knowing that Suzuki rider Larry Trent was coming up fast behind him, Moran quickly recovered to put the pressure on Deal. Deal took one last spill, which was just enough for Moran to make the winning pass. Trent came in behind Deal to take third place.

Yamaha rider Eric Hytinen took an early lead in the Four-Stroke A class, with Honda-mounted Andrew Williams in the second position. Glenn Holcomb was working his way through the pack in an effort to recover from a fifth-place start when he found Williams stalled in the trail. Holcomb easily got by Williams and started charging in an effort to catch Hytinen.

During the second lap, Holcomb found Hytinen stuck up to his swingarm in a mudhole. Taking a more shallow line through the mud, Holcomb made the winning pass. Williams made a last-lap charge for the lead but had to settle for second place. Hytinen was unable to free his bike from the tire-sucking mud before Honda of Norfolk rider David Baldwin took third place and Valley Kawasaki rider Rickie Huffman took fourth.

The Senior A class as a whole wanted to take an early right turn off of the start, resulting in a snarled mass of bikes. KTM rider Robert Cox took advantage of the confusion to take an early lead. Cox came through the first lap with Tim Norris right on his rear fender. On the last lap, Cox ran across some difficulties, and Norris grabbed the lead. Robert Jones darted past Cox and set his sights on the leader, but Norris would be the rider to take the checkers. Jones came in second and Larry Adams rode a consistent race to come in third.

Bryan Happle continued his domination of the Supermini class by taking the holeshot. Happle kept first position for all five laps, with Kawasaki rider Michael Sharp coming through the finish in second place. Kawasaki rider Chris Cooper battled through the pack to recover from a last-place start and take third place.

The start of the Women's class was a flash of green, as Tina Hazelwood took the holeshot with Christine Blake right on her rear fender. Blake's charge for the lead was short-lived; her front tire washed out in a hard-packed turn, letting Heather Greer by to challenge Hazelwood for the lead. Greer found Hazelwood stuck on a muddy bridge, and she made the pass for first place. Greer's lead was short-lived, though, as Jessica Morrison worked her way through the pack and got by Greer on an outside line. Greer held on to second, with Blake right on her rear fender in third.

The Mini class started out with Kawasaki rider Steven Arthur grabbing the holeshot, with R.J. Ferguson right on his rear knobbies. Ferguson got by Arthur in the second turn and stayed in the lead for the entire race. Arthur fell off the pace, letting Kawasaki-mounted Preston Blake and Honda rider Taylor Faddis by. Faddis took an inside line and passed Blake on the last lap. His ride in second place was short-lived, however, as he found himself hung up in a tree. Blake took second back, and Faddis untangled himself to come in third. **CN**

Tidewater 100
Surry, Virginia
Results: May 16, 1999 (Round 5)

O/A: Jason Greer (Yam).
AA: 1. Daniel Morrison (Kaw); 2. Steven Edmondson (Kaw); 3. George Greer (Hon); 4. Steven Arthur (Kaw); 5. Tommy Handy (Yam).
200 A: 1. David White (Hus); 2. Chad Parker (Kaw); 3. Josh Elliot (Kaw); 4. Johnny Woods (Yam); 5. Brian Morgan (KTM).
250 A: 1. Wesley Moran (Kaw); 2. Tony Deal (Kaw); 3. Larry Trent (Suz); 4. Travis Williford (Suz); 5. Warren Hill (Yam).
4-STRK A: 1. Glenn Holcomb (Yam); 2. Andrew Williams (Hon); 3. David Baldwin (Hon); 4. Rickie Huffman (Kaw); 5. Eric Hytinen (Yam).
VET A: 1. Montie Orr (Yam); 2. Danny Morrison (Kaw); 3. Chuck Honeycutt (KTM); 4. Darryl Campbell (KTM); 5. Jerry Calvert (KTM).
SR A: 1. Tim Norris (Kaw); 2. Robert Jones (KTM); 3. Larry Adams (Hus); 4. Robert Cox (KTM).
200 B: 1. Bryan Happle (Kaw); 2. Mike Lancaster (Kaw); 3. Scott Capewell (Kaw); 4. Brian Thompson (Hon); 5. Warren Stimpson (KTM).
250 B: 1. Michael Keesee (Yam); 2. Craig Randle (Yam); 3. Brad Hall (Hon); 4. Dale Shaffer (KTM); 5. Jeff Allgood (Hon).
4-STRK B: 1. Allen Shaffer (Hon); 2. Donald Morrow (Kaw); 3. Jeff Woody (Hon); 4. Simon Wilson (Hon); 5. John Hailey (Kaw).
VET B: 1. Mike McIntire (Suz); 2. Mike Bakken (Kaw); 3. Gene Greer (Hon); 4. Chris Buchanan (Kaw); 5. Christopher Main (Hon).
SR B: 1. Bobby Wilt (Hon); 2. Ray Ryan (Kaw); 3. Wally Turfboer (Hon); 4. Bernie Lunsford (Kaw); 5. Buford Arnn (Hon).
200 C: 1. Sonny Hirsch (Yam); 2. Donnie Hardman (Kaw); 3. Chris Cooper (Kaw); 4. Sean Lloyd (Kaw); 5. Gene Groves (Suz).
250 C: 1. Daniel Breeden (Kaw); 2. Dewey Sheperd (KTM); 3. Justin Stone (Yam); 4. Rodney Shields (Kaw); 5. Pete Smith (Hon).
S/MINI: 1. Bryan Happle (Kaw); 2. Michael Sharp (Kaw); 3. Chris Cooper (Kaw); 4. Chris Patton (Kaw); 5. Daniel Parker (Hon).
WMN: 1. Jessica Morrison (Kaw); 2. Heather Greer (Hon); 3. Christine Blake (Kaw); 4. Elissa Morton (Suz); 5. Catherine Creighton (Kaw).
MINI: 1. R.J. Ferguson; 2. Preston Blake (Kaw); 3. Taylor Faddis (Hon); 4. Ray Faddis (Hon); 5. Gibbie Dowdy (Kaw).

WERA National Challenge, Round 2

Acree burns up Gingerman

By Drew Lincoln

SOUTH HAVEN, MI, MAY 9

Arclight Suzuki rider Lee Acree used his Pirelli-shod Suzuki GSX-R750 and 600 race bikes to decimate the competition at Gingerman Raceway. With wins in all but one of the races he entered, Acree used the 1.8-mile, 11-turn road course to serve notice that he will be a force to be reckoned with for the remainder of the year.

Also putting in dominating performances this weekend were prodigy racer Jason DiSalvo and veteran superstar Tray Batey. Each won their respective events in commanding fashion.

Acree started his assault by winning the Open Super Stock race from the middle of the third row on his Suzuki GSX-R750. Pennsylvania native Tim Bemisderfer worked his way through the 22-rider pack from the last row on his Yamaha YZF R-1 to secure second place, 19 seconds behind Acree. Acree's Arclight teammate Joe Prussiano used his Suzuki 750 to hold on to third, ahead of another Yamaha R-1 ridden by Ohio Superbike-backed William Mrklas. One notable nonfinisher was the Vesrah-sponsored Kawasaki ZX-9R rider Mark Junge, who won the opening round of the series.

Mark Junge came back from his Open Super Stock DNF to handily win the Pirelli 600cc Super Stock race, starting from pole position by virtue of his 600cc-class win at the opening round of the series. Junge rocketed his Vesrah/Marshall Distributing Kawasaki ZX-6R into the lead, never to be headed - just as he had at the debut event.

Acree and Joe Prussiano battled the entire race distance over second place, with Prussiano getting the spot at the checkers. Riding nearly identical Pirelli-shod Suzuki GSX-R 600s, Prussiano and Acree could not match Junge's pace, which enabled him to build a 53-second lead over the battle for second by the end of the eight-lap race. Rounding out the top five were Jeff Kramer and Brian Lantz, picking up the battle they had fought earlier in the year right where they had left off.

Also picking up where he had left off was young Jason DiSalvo, who again dominated the 125cc Grand Prix race from flag to flag on his Alien Racing/Applied Business Systems Honda RS-125. Defending National Champion Michael Himmelsbach got the runner-up spot on his Blackman's Cycle-sponsored Honda. Another teenage sensation, Ben Spies, on his Keith Cherry Racing RS-125, filled the last step on the podium, bettering his opening-round performance by one place.

The Michelin 750cc Super Stock race was another runaway victory for Acree, who won by almost a minute over Prussiano. Acree made it look easy, starting from the pole position. Kramer followed Prussiano home in third place, ahead of Travis King and Wade Buffington.

The Formula Two National was the race of the day, with half the field of 16 riding Honda and Yamaha 250cc Grand Prix bikes and the other half using 600cc super-stock machinery. The diversity of machinery makes the Formula Two National Challenge race interesting for spectators and very competitive for the riders. Acree and Brian Lantz got good starts from the front row on their four-strokes, leaving the little GP bikes to play catch-up for the first lap. Coming from the fourth row, DiSalvo found the 250cc as easy to start as his all-conquering 125cc and he quickly made his way up into the lead pack. Acree took the point over Ben Spies and DiSalvo, trying to use the superior midrange power of his Suzuki off the corners to distance himself from the two teenagers. After several years campaigning exactly the same type of bike, Acree knew where to be in order to impede the forward progress of a 250cc machine. After the halfway flags, DiSalvo decided to make his own opportunity and got on the gas earlier than usual to make a drive around the outside of Acree. The higher horsepower of the RS250 broke the rear tire loose, and DiSalvo was sent flailing over the front of the bike, landing on the windscreen and bodywork. Amazingly, he kept the motorcycle upright, but the windscreen, front fairing and front fender were all shattered, leaving him with no choice but to withdraw from the battle. Spies continued to hound Acree as David Boosales got the better of his fight with Lantz to end the day with two Grand Prix bikes being beaten by a super-stock 600 in Victory Circle.

In a dominant display, Troy Batey took off from the pole position in the 750cc Superbike race and was never challenged. Boosales and Jeffrey Vos, both on Honda RS250s, waged their own war over the second- and third-place positions, with Vos edging out Boosales for runner-up honors. The finish was Boosales' second top-three finish in a Formula One race ever, and also his second behind Batey this year.

The Heavyweight Twins Expert race was won by Chuck Batinovic on a Honda RS125, over Richard Bair on a Suzuki TL1000R. Alan Taylor rounded out the top three on a brand-new Suzuki SV650. In the Novice Heavyweight Twins race, Greg Callahan put the power of his TL1000R to good use, beating the Yamaha TZ125 of Thomas Harper and the Suzuki twin of Don Dewees. Callahan proved he was every bit as forceful on his Traxxion Dynamics-tuned TL1000R in the more competitive 750cc Superbike National by beating Charles Allen on his Suzuki GSXR750 and Dennis King on a Kawasaki ZX7 Superbike.

Meanwhile, Brian Hayes won the 600cc Superbike National on his Suzuki GSX-R600, in front of Tim Brewer and Jeff Selbert. Hayes finally turned the tables on Brewer, who had won the 600cc and 750cc Production races earlier in the day, beating Hayes both times for the win. Selbert managed to secure third from Jason Bockelman in all three races as well. **CN**

Gingerman Raceway
South Haven, Michigan
Results: May 9, 1999 (Round 2)

F-1: 1. Tray Batey (Suz); 2. Jeffrey S. Vos (Hon); 3. David J. Boosales (Hon); 4. Timothy J. Bemisderfer (Yam); 5. William Mrklas (Yam).
F-2: 1. Lee Acree (Suz); 2. Ben Spies (Yam); 3. David J. Boosales (Hon); 4. Brian Lantz (Kaw); 5. Joseph Temperato (Suz).
125 GP: 1. Jason DiSalvo (Hon); 2. Michael S. Himmelsbach (Hon); 3. Ben Spies (Hon); 4. John Hjelm (Hon); 5. Chris Pyles (Hon).
OPEN S/STK: 1. Lee Acree (Suz); 2. Timothy J. Bemisderfer (Yam); 3. Joe Prussiano III (Suz); 4. William Mrklas (Yam); 5. Travis King (Suz).
750 S/STK: 1. Lee Acree (Suz); 2. Joe Prussiano III (Suz); 3. Jeff Kramer (Suz); 4. Travis King (Suz); 5. Wade Buffington (Suz).
600 S/STK: 1. Mark C. Junge (Kaw); 2. Joe Prussiano III (Suz); 3. Lee Acree (Suz); 4. Jeff Kramer (Suz); 5. Brian Lantz (Kaw).
750 PROD NOV: 1. Tim Brewer (Hon); 2. Brian K. Hayes (Suz); 3. Jeff Selbert (Suz); 4. Jason H. Bockelman (Suz); 5. Clint Rupert (Suz).
600 PROD NOV: 1. Tim Brewer (Hon); 2. Brian K. Hayes (Suz); 3. Jeff Selbert (Suz); 4. Jason H. Bockelman (Suz); 5. Christopher Calogero (Suz).
750 S/BK NOV: 1. Greg Callahan (Suz); 2. Charles T. Allen (Suz); 3. Dennis G. King (Kaw); 4. Brian K. Hayes (Suz); 5. Jeff Selbert (Suz).
600 S/BK NOV: 1. Brian K. Hayes (Suz); 2. Tim Brewer (Hon); 3. Jeff Selbert (Suz); 4. Jason H. Bockelman (Suz); 5. Christopher Calogero (Suz).
H/W TW EX: 1. Chuck Batinovic (Hon); 2. Richard Bair (Suz); 3. Alan Taylor (Suz); 4. Craig Adams (Hon); 5. Terry L. Abbott (Suz).
H/W TW NOV: 1. Greg Callahan (Suz); 2. Thomas R. Harper (Yam); 3. Don Dewees (Suz); 4. Bill Breitung (Hon); 5. Charles McCullough (Duc).

Tim Hoyle notched his first win by taking all the marbles in the 65cc (10-11) class at the Metrolina Fairgrounds in Charlotte, North Carolina.

Rollercoaster Racing Tour SX Series, Round 2

Hoyle rules at Metrolina

By Barbara Williams
Photos by Loren Williams

CHARLOTTE, NC, MAY 15

Tim Hoyle scored his first win ever aboard a two-wheel motorcycle by taking the 65cc (10-11) victory at round two of the 1999 Rollercoaster Racing Tour Supercross Series.

The first points race held at Metrolina Fairgrounds in nearly 20 years drew 250 riders, and the Exhibition classes produced some of the wildest racing anywhere.

Hoyle spent the laps of his qualifier checking out lines and jumps, content to let Justin Hopson and Tieler Dodge fight for the lead. Tim began his racing career last year aboard a tiny four-wheeler.

"Clutching and changing gears is pretty new to him," said Hoyle's father, "plus, a motorcycle demands a totally different riding style."

But Hoyle is evidently getting the hang of it. On the start of the 65cc main event, Dodge grabbed the holeshot and led for the first two of six laps, with Hopson on his fender the whole time. Then, in a bid to take over the lead, Hopson crashed and took himself out of the race with a leg injury. While Dodge was slowed to avoid

a crash of his own, Hoyle slipped past him and into the point position.

For another couple of laps, Dodge pressured Hoyle, who appeared to have everything under control. In an eerie replay of Hopson's earlier mishap, Dodge went for the lead and crashed. Tieler recovered to finish third, behind Shawn Wyatt, while Hoyle cruised to an exhilarating win.

In the popular Exhibition classes, a battle shaped up between Casey Barnes and William Wilson. Wilson easily won the 250cc Exhibition qualifier over Barnes, John Fann, Marc Woods and Aaron Benfield. When the gate dropped for the 250cc Exhibition main event, Barnes found himself in front, with Wilson glued to his fender and Fann next on high speed.

Barnes and Wilson proceeded to extend their lead over the rest of the field of seven, as well as the stagger-start 11-rider field of 250cc C riders. Their advantage was such that when they both went down and tangled their bikes, Barnes was able to jump up and lose only one position to Fann, who assumed the lead for the next two laps.

Meanwhile, Wilson was on a mission to get to the front. Wilson blasted his way from fifth to third in one lap, then drew a bead on Barnes. His momentum was such that it carried both Wilson and Barnes ahead of the leader, Fann, dropping him to third.

Wilson and Barnes flip-flopped positions again and again. Barreling through the last corner, coming over the last set of timing jumps, the rear end of Wilson's Yamaha made contact with Barnes' Suzuki. The impact caused a major finish-line crash.

Wilson had already committed to jumping the finish-line tabletop and actually crossed the line first. Luckily, the finish-line flagman was alert and able to move out of the way when, during Wilson's jump, Barnes' bike obliterated the flag stand on its way into the fence. At the apex of his jump, Wilson looked down and saw he was going to land on Barnes' bike. Wilson bailed, but he did not have time to push the bike away, and everything slammed to earth and bounced into the fence. Barnes was able to ride his next race, but Wilson elected to pack up and go home.

Anticlimactically, Barnes owned the 125cc Exhibition race over Nathan Lekson, Benfield and Jamie Simpson. CN

Metrolina Fairgrounds
Charlotte, North Carolina
Results: May 15, 1999 (Round 2)

50 (4-6): 1. Patrick Johnson (KTM); 2. Josh Harris (Lem); 3. Brandon White (Cob); 4. Brandon Newman (KTM); 5. Lucas Long (KTM).
50 (7-8): 1. Cody Robbins (Cob); 2. Chelsea McSwain (KTM); 3. Trevor Barrett (Cob); 4. Justin Stevens (Yam); 5. Tyler McSwain (Yam).
50 SHAFT: 1. Cody Robbins (Yam); 2. Chelsea McSwain (Yam); 3. Trevor Barrett (Yam); 4. Justin Stevens (Yam); 5. Patrick Jones (Hon).
65 (7-9): 1. Cody Robbins (Cob); 2. Patrick Johnson (Yam); 3. Alex Nelson (Kaw); 4. Brandon Rent (Kaw); 5. Brandon Humphries (Kaw).
65 (10-11): 1. Tim Hoyle (Kaw); 2. Shawn Wyatt (Kaw); 3. Tieler Dodge (Kaw); 4. Justin Hopson (Kaw).
80 BEG: 1. Jeremy Allison (Suz); 2. J.J. Jackson (Yam); 3. Lori Zimmerman (Suz); 4. Joshua McLaughlin (Hon); 5. Greg Reel (Suz).
JR MINI: 1. Chris Osborne (Suz); 2. Dalton Terrell (Suz); 3. Zack Mitchell (Suz); 4. Justin Hopson (Kaw); 5. Jesse Carney (Kaw).
85 (12-13): 1. T.J. Knight (Yam); 2. Bobby Hunt (Suz); 3. Isaiah Murph (Yam); 4. Clyde Roberts (Kaw); 5. Michael Martin (Yam).
85 (14-15): 1. Zack Miller (Suz); 2. Jeffrey Arnold (Suz); 3. David Shaffner (Yam).
S/MINI: 1. Todd Nixon (Kaw); 2. Clyde Roberts (Kaw); 3. Isaiah Murph (Yam); 4. Dalton Terrell (Suz); 5. Jeffrey Arnold (Suz).
125 EXHIB: 1. Casey Barnes (Suz); 2. Nathan Lekson (Yam); 3. Herb Taylor (Kaw); 4. Aaron Benfield (Kaw); 5. Jamie Simpson (Suz).
125 C: 1. Kevin Helms (Hon); 2. T.J. Fairbanks (Suz); 3. Josh Johnston (Kaw); 4. Scott Jones (Hon); 5. Scott Knight (Yam).
125 D D-1: 1. T.J. Ford (Yam); 2. Michael Almond (Kaw); 3. Billy Harbin (Suz); 4. Todd Nixon (Kaw); 5. Shannon Hunt (Kaw).
125 D D-2: 1. Ryan Turner (Hon); 2. Casey Rice (Yam); 3. Monty Joyner (Hon); 4. Reagan Perry (Suz); 5. Josh Hinson (Hon).
250 EXHIB: 1. William Wilson (Yam); 2. Casey Barnes (Suz); 3. John Fann (Kaw); 4. Aaron Benfield (Kaw); 5. Marc Woods (Yam).
250 C: 1. Roger Parker (Yam); 2. Scott Jones (Hon); 3. Dwane Ordway Jr. (KTM); 4. Robert Biggerstaff (Suz); 5. Greg Looney (Hon).
250 D: 1. Billy Oehler (Kaw); 2. Jamie Rogers (Hon); 3. Woody Robinson (Hon); 4. Chris Norris (Hon); 5. Eric Kinley (Hon).
25+ A/B: 1. Marc Woods (Yam); 2. Scott Mainess (Hon); 3. David Shugart (Yam); 4. John Fann (Kaw); 5. Cameron Shugart (Yam).
25+ C: 1. Scott Williams (Kaw); 2. Trey Baucom (Suz); 3. Lynn Snow (Suz); 4. Andy V. Williams (Kaw); 5. Reagan Perry (Suz).
30+: 1. Scott Mainess (Hon); 2. David Shugart (Yam); 3. Robert Biggerstaff (Suz); 4. Geoff Nosal (Hon); 5. Andy V. Williams (Kaw).
35+: 1. Travis Bell (Suz); 2. Scott Campbell (Kaw); 3. Freddy Patterson (Kaw); 4. Dewitt Jenkins (Yam); 5. Bob Matthews (Yam).
U/L AM: 1. Herb Taylor (Kaw); 2. Aaron Benfield (Kaw); Matthew Davis (Kaw); 4. Travis Richardson (Yam).
U/L C/D D-1: 1. Derek Cook (Hon); 2. Justin Zissel (Suz); 3. Jesse Baker (Suz); 4. Kevin Helms (Hon); 5. Michael Almond (Kaw).
UL C/D D-2: 1. T.J. Fairbanks (Suz); 2. David Graddy (Yam); 3. Casey Rice (Yam); 4. Jeremy Nelson (Suz); 5. Charles Center (Yam).

Jered Black (431) and Chuck Shirley (545) battled in the sand all day before Shirley's stamina proved a bit better and enabled him the take the win in the 125cc and 250cc A divisions at Sandhill Motocross Park in Chesterfield, South Carolina.

AMA Tecnosel Carolina Ultra Series, Round 5

Shirley digs Sandhill

By Barbara Williams
Photo by Loren Williams

CHESTERFIELD, SC, MAY 16

Sand tracks are great equalizers. Some top Eastern riders were reminded of this at round five of the AMA Tecnosel Carolina Ultra Series, held at Sandhill Motocross Park. But Chuck Shirley was easily in a class of his own, as he blew away the field in the 125cc A and 250cc A divisions. Shirley guided his Yamahas through the sand as if he were riding on hard-pack, slowing down for nothing.

Well over 300 riders came out for some fun in the sun, as provided by Victory Sports Racing, including a Saturday practice day, which has become popular at some of the major Ultra Series and Mega Series tracks in the Southeast.

Shirley's main competitors in the 125cc A class were Jered Black, Paul Justus and Brian Lane. In fact, Shirley did not take the holeshot in either moto but patiently waited for the sand to wear down those in front of him.

One of the best races of the day came in the second round of the 125cc A class. Black and Shirley swapped the lead back and forth at least three times before Shirley went ahead for good.

Black again jumped to the front on the start of the first 250cc A moto, followed by Ben Rutledge, Shirley and the rest of the pack. Again the major factor was the exhausting sand, and Shirley pulled ahead as if he had just begun the race, taking the lead and the moto win.

Justus took the final Pro holeshot but also gave way to Shirley's onslaught. Justus hung on for second place, garnering second overall. Black's front wheel was sand-grabbed in a turn, throwing him to the track; he managed to salvage a sixth-place finish. Third place through sixth had the same point total, resulting in Tim Hodock's overall third (6-3) and ending with Black (3-6) in fourth.

After this round of the Ultra Series, Shirley and Black are tied in the points chase for 250cc A division.

"I was looking forward to racing with Kevin Walker and Jim Chester today," commented Shirley. "Everything felt good, and I knew I could give them a good fight. Then they didn't show up. But it's okay. I'll take the points lead however it happens."

Racing in the B classes was no less exciting, and 125cc B action was exemplary. Team Green's Josh Summey got the holeshot in the first moto, covered by Daniel Tesh, Doug Earls, Aaron Stancil, Adam Overcash and James Webb Jr. While Summey's lead was never in jeopardy, the positions behind him changed with every lap. At moto's end, Tesh owned second, followed by Webb, Overcash and Stancil.

Summey's midpack start in the second 125cc B moto was forgettable. Then, halfway through the first lap, he dropped the KX in the sand, and the entire field of 17 blew past Summey before he could remount. He then began carving his way to the front with surgical precision, finally ending up in third with little apparent effort.

Overcash took the moto win, followed by Stancil, Summey, Webb and Earls. Tesh looked good to take the win early in the moto, but a couple of crashes ended his hopes.

Tesh soothed his abraded pride by winning the 250cc B class over Jackson Vick and Casey Barnes. CN

Sandhill Motocross Park
Chesterfield, South Carolina
Results: May 16, 1999 (Round 5)

50 (4-6): 1. Cody Robbins (Cob); 2. Joseph Finney (KTM); 3. Brandon Schaffner (KTM).
50 (7-8): 1. Bradley Bunch (Cob); 2. Jeremy Harper (Cob); 3. Hunter Jennings (Cob); 4. Patrick Johnson (KTM); 5. Trevor Hovis (KTM).
50 SHAFT: 1. Dillon Hampton (Yam).
60 (7-9): 1. Tyler Bright (KTM); 2. Christopher Newton (Kaw); 3. Bradley Bunch (Kaw); 4. Joshua Harper (KTM); 5. Zachary Alvear (Kaw).
60 (10-11): 1. Clay Willett (Kaw); 2. Drew Conroy (Kaw); 3. Joshua Schmitt (Kaw); 4. Adam Rowe (Kaw); 5. Ian West (Kaw).
80 D: 1. Shane Kendrick (Kaw); 2. Tyler Rowe (Kaw); 3. Roger Odum (Yam); 4. Casey Shaw (Hon); 5. Corey Richey (Hon).
80 (7-11): 1. Chris Osborne (Suz); 2. Eric Dudley (Kaw); 3. Davin Price (Suz); 4. Stephen Cooke (Kaw); 5. Joshua Schmitt (Yam).
80 (12-13): 1. Travis Flowers (Kaw); 2. Matt Miller (Suz); 3. Jason Langford (Yam); 4. Bryan T. Walker (Yam); 5. Steven Shoaf (Suz).
80 (14-15): 1. Blake Hovis (Hon); 2. Rick Schaffner (Yam); 3. Zachary Kutschenko (Suz); 4. Zachary C. Miller (Suz); 5. Malcolm Klepp (Hon).
S/MINI: 1. Blake Hovis (Hon); 2. Rick Schaffner (Yam); 3. Steven Shoaf (Suz); 4. Travis Flowers (Kaw); 5. Jason Langford (Yam).
SCHBY (12-15): 1. Joshua Summey (Kaw); 2. Aaron Stancil (Yam); 3. Jason Bryant (Yam); 4. Adam Overcash (Hon); 5. Siler Chapman (Suz).
125 A/PRO: 1. Chuck Shirley (Yam); 2. Brian Lane (Yam); 3. Jered Black (Yam); 4. Paul Justus (Suz); 5. Tim Hodock (Suz).
125 B: 1. Joshua Summey (Kaw); 2. Adam Overcash (Hon); 3. Aaron Stancil (Yam); 4. James T. Webb Jr. (Hon); 5. Doug Earls (Suz).
125 C: 1. Jason Wiley (Yam); 2. Josh Montgomery (Yam); 3. Steven Durick (Yam); 4. Rick Rikard (Suz); 5. Chris Roberts (Kaw).
125 D: 1. Zack Pigg (Yam); 2. Bryan Cudd (Suz); 3. Joey Correll (Yam); 4. Sandy Loflin (Suz); 5. Casey Rice (Yam).
250 A/PRO: 1. Chuck Shirley (Yam); 2. Paul Justus (Suz); 3. Tim Hodock (Suz); 4. Brian Lane (Yam); 5. Benjamin Rutledge (Yam).
250 B: 1. Daniel Tesh (Suz); 2. Jackson Vick (Hon); 3. Casey Barnes (Suz); 4. Doug Earls (Suz); 5. Jerry Strange (Yam).
250 C: 1. Rick Rikard (Suz); 2. John Guker (KTM); 3. David Bridges (Suz); 4. Matt Greene (Kaw); 5. Bryan Davis II (Suz).
250 D: 1. Chandler Joyner (Hon); 2. Robert Lilze (Hon); 3. Henry Hernandez (Hon); 4. Jeff Warlick (Suz); 5. Robert Strength (Kaw).
25+ A: 1. Troy L. Crisp (Suz); 2. Benjamin Rutledge (Yam); 3. Larry Sparks (Suz); 4. Tim Hodock (Suz); 5. Chris Withers (Hus).
25+ B: 1. Mark Williamson (Yam); 2. Steve Stroupe (Kaw); 3. David Tucker (Suz); 4. Jimmy Pitcock (Suz); 5. Andrew Mitchell (Suz).
25+ C: 1. Bryan Davis II (Suz); 2. Steven Durick (Yam); 3. Bobby Lindsay (Kaw); 4. William Harbert (Yam); 5. Roger Bault (Hus).
30+ A: 1. Michael Church (Yam); 2. David Eller (Kaw); 3. Larry Sparks (Suz); 4. Eric Mainess (Hon); 5. Rick Catuccio (Kaw).
30+ B: 1. Mark Williamson (Yam); 2. David Tucker (Suz); 3. Richard Thomas (Kaw); 4. Kerry Jones (Suz); 5. Todd Richie (KTM).
30+ C: 1. Bret Gipson (Hon); 2. Steve Chambers (Kaw); 3. Timothy Camp (Suz); 4. Steve Fish (Hon); 5. Franklin Tyson (Yam).
35+: 1. Mark Williamson (Yam); 2. Kenneth Pruss (Yam); 3. Rick Catuccio (Kaw); 4. Kerry Jones (Suz); 5. Greg Cykoos (Suz).
40+: 1. Carl Vargo (Suz); 2. Rick Rikard (Suz); 3. Stuart K. English (Hon); 4. Robert Strength (Kaw); 5. Gene Simmons (Hon).
U/L AM: 1. Daniel Tesh (Suz); 2. James T. Webb Jr. (Hon); 3. Joshua Benfield (Kaw); 4. Jack Bethel (Kaw); 5. Richard Thomas (Kaw).
U/L C/D: 1. Rick Rikard (Suz); 2. Matt Greene (Kaw); 3. Terrell Collins (Suz); 4. Eric Coffey (Suz); 5. Bobby Honack (Kaw).
4-STRK: 1. David Dunbar (Yam); 2. Jason Langley (Yam); 3. Travis Collins (Yam); 4. Ryan Hankins (Yam); 5. Jeff Tomlinson (Yam).

Thor/Parts Unlimited Northeast Classic Motocross Series, Round 4

Carsten hammers Hurricane

By Jim Sanderson

CLIFFORD, PA, MAY 23

Barry Carsten, on a roll from the previous round of the series, did it again with overall wins in the 125cc, 250cc and Over 30 Expert classes at round four of the Northeast Classic Motocross Series, hosted by Tom Hurd Promotions

and the Hurricane Hills Sports Center. Almost 400 racers signed up to race in 24 classes. Racer turnout was less than expected due to the wet weather.

Damien Plotts laid claim to holeshot honors in the first 125cc Expert moto. Trailing Plotts through the first turn were Tom Welch, Jeff Yentzer, Carsten and Paul Corey. Near the end of the first lap, at the small step-up double in the back of the race course, the top five were Plotts, Welch, Carsten, Chris Hunter and Yentzer. Corey dropped a position to sixth. The top five remained the same for lap two. Plotts was out front with a four-second lead by lap three. Near the end of lap three, Carsten started putting pressure on Welch. Carsten attempted several passes but could not get any to stick until the last lap. Plotts took the checkered flag with a six-second lead. Rounding out the top five were Carsten, Welch, Hunter and Yentzer.

Mike Dougherty nailed the holeshot in the second 125cc Expert moto, with Jim McIlvaine, Hunter, Mike Finnerty, Carsten and Plotts in tow. Carsten and Plotts were immediately battling for fifth out of the hole. By the time the leaders came off the huge Hurricane step-up, the top five were Dougherty, Hunter, Carsten, McIlvaine and Plotts. Finnerty dropped to sixth. Carsten got Hunter for second in the turn following the spectator triple. Hunter dropped to third, while Plotts got around McIlvaine for fourth on lap two. Carsten's first pass attempt on Dougherty came in the big sweeping turn by the start area. Carsten went for the inside line but got hung up in the deep rut and tried to hop the berm but could not get Dougherty. Finnerty passed McIlvaine for fifth at the end of lap two. Carsten tried another pass in the turn before the Hurricane step-up but still could not get Dougherty. Carsten finally got him in the air on the Hurricane step-up.

At the start of lap three, the leaders were Carsten, Dougherty, Hunter, Plotts and Finnerty. Hunter passed Dougherty for second before the small step-up near the end of the third lap. Carsten took the checkers with a 13-second lead. Rounding out the top five were Plotts, Hunter, Dougherty and McIlvaine. Carsten's 2-1 score earned him the overall win.

Caleb Miller got the jump on the pack in the first 80cc (12-13) moto. Trailing him were Pat Simpson, Dan Scilipote, Steve Corazzi and Justin Deemie. Simpson had the lead with just a quarter of a lap in the books. Miller dropped to second. By the end of the first lap, the leaders were Simpson, Miller and Scilipote, with Ryan O'Laughlin moving into fourth and Bob Kiniry fifth. Corazzi dropped to sixth. Kiniry then got around O'Laughlin for fourth at the start of lap two. Kiniry then put pressure on Scilipote for third just before the Hurricane step-up, and he had the spot by the following downhill jump.

The top five were now Simpson, Miller, Kiniry, Scilipote and O'Laughlin. Simpson had a six-second lead by the end of lap two, but Kiniry was on the move and made the pass on Miller for second near the end of lap two. Kiniry quickly reeled in Simpson and had the lead by the last lap. Kiniry took the moto win, with Simpson, Miller, Scilipote and O'Laughlin trailing.

Scilipote absconded with the holeshot in the second 80cc (12-13) moto, with Miller, Simpson, Kiniry and Corazzi in tow. Kiniry blew by the pack and had the lead when he cleared the spectator area. Miller dropped to second, Simpson held third, Scilipote moved up to fourth and Brian Murphy was fifth. Kiniry had a 10-second lead

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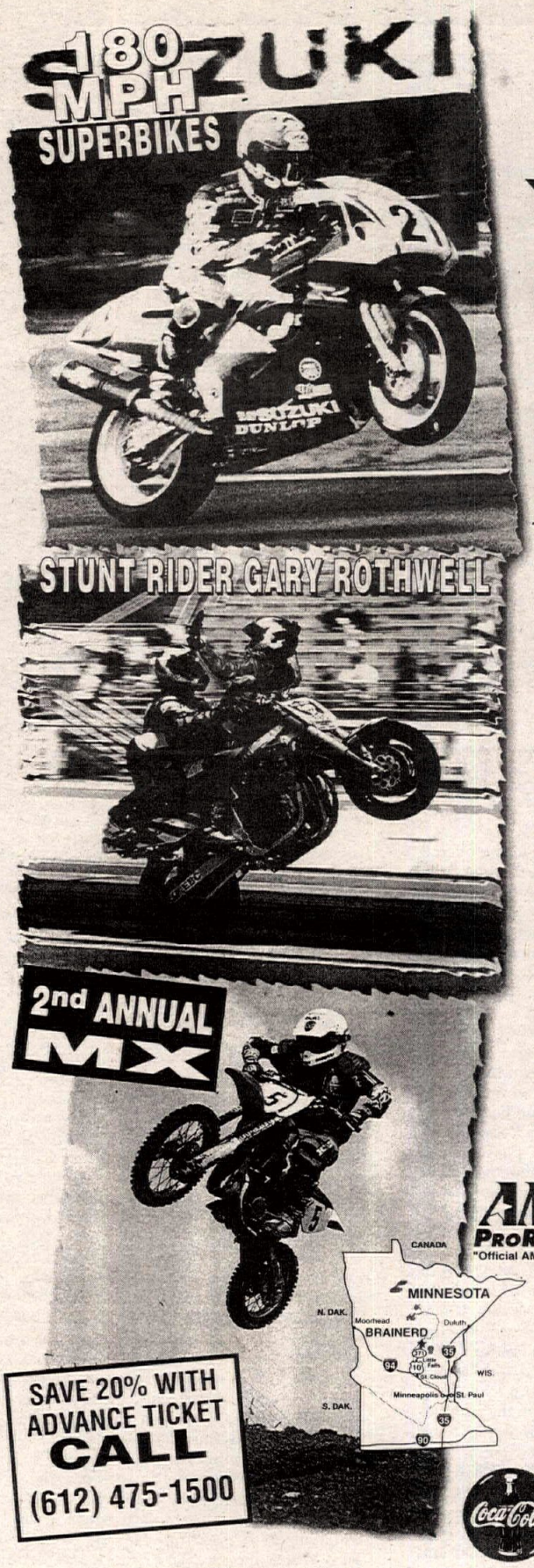

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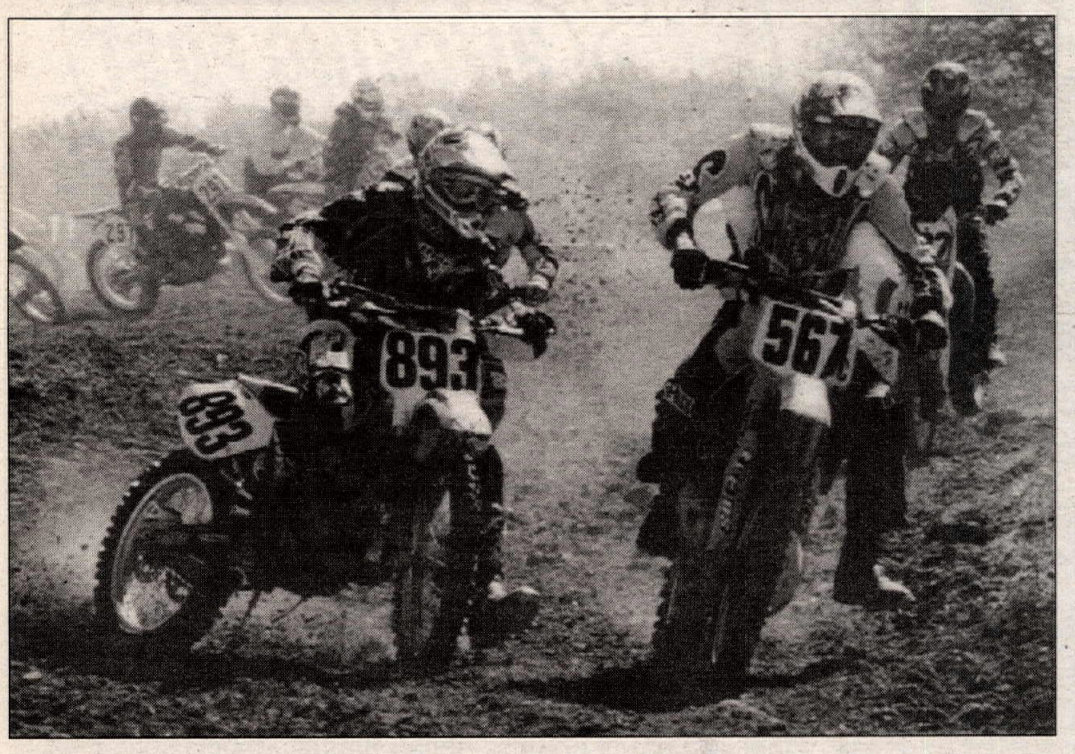

(Left) Andrew Donahui (567) and Brad Hollander (893) lead the 250cc C class into the first turn at Dutch Sport Park in Bloomingdale, Michigan. (Right) Billy Laninovich (74) and Corey Macomber (560) run first and second in the 125cc Open Non-Pro class at the Southern California Ponca City Grand National Championship qualifier at Starwest Cycle Park in Moreno Valley, California. Laninovich finished the day with three class wins.

by the halfway mark of lap two and a 15-second lead by the start of lap three. Kiniry took the white flag with more than a 20-second lead. Simpson finally got a pass on Miller to stick after trying the whole moto. Miller dropped to third and then crashed and had to remount in fourth. At the checkers, Kiniry took the moto win; Simpson was second, Scilipote third, Miller fourth and Corazzi fifth. **CN**

Hurricane Hills Sports Center
Clifford, Pennsylvania
Results: May 23, 1999 (Round 4)

50 (4-6): 1. Garret Toth (Cob); 2. Frank Lettieri (Cob); 3. Mark Meiterman (Cob); 4. Joseph Peters (KTM); 5. Blake Leavitt (KTM).

50 (7-8): 1. Marshall Hurd (Kaw); 2. Ryan Blizzerd (Cob); 3. Michael Meiterman (Cob); 4. Nicholas McPhee (Cob); 5. Zachary Whitmore (Cob).

50 P/W (4-8): 1. Justin Maylath (Yam); 2. Frank Lettieri (Yam); 3. Mark Meiterman (Yam); 4. Joseph Peters (Yam); 5. John Heller (Yam).

65 (10-11): 1. Mitchell Dougherty (Kaw); 2. Tyler Medaglia (Kaw); 3. Willy Toth Jr. (Kaw); 4. Michael Tippin (Kaw); 5. Peter Devlin (Kaw).

65 (7-9): 1. Sean Hackley (Kaw); 2. Jimmy Maul (KTM); 3. Jordan Mann (Kaw); 4. Michael Stryker (Kaw); 5. Abbi Jo Bardo (Kaw).

85 (12-13): 1. Robert Kiniry (Kaw); 2. Patrick Simpson (Kaw); 3. Dan Scilipote (Yam); 4. Caleb Miller (Yam); 5. Stephen Corazzi (Kaw).

85 (14-15): 1. Charles Ellis (Yam); 2. Michael Kratz (Suz); 3. Zachary Feaster (Yam); 4. Justin Jackson (Hon); 5. Joseph Gray (Hon).

85 (7-11): 1. Mitchell Dougherty (Yam); 2. Tyler Medaglia (Hon); 3. Michael Tippin (Kaw); 4. Willy Toth Jr. (Suz); 5. Michael Nentwig (Kaw).

125 A: 1. Barry Carsten (Suz); 2. Damien Plotts (Yam); 3. Chris Hunter (Hon); 4. Michael Dougherty (Yam); 5. Jeffrey Yentzer (Kaw).

125 B: 1. Shane Bartholf (Yam); 2. Paul Veracka (Kaw); 3. Travis Hesket (Yam); 4. David Ginolfi (Kaw); 5. Rayn Mills (Hon).

125 C: 1. Brandon Kuhn (Yam); 2. Michael Mastalerz (Yam); 3. Michael Schneck (Yam); 4. Daniel Deemie (Hon); 5. Barry Nyul (Kaw).

250 A: 1. Barry Carsten (Suz); 2. Jeffrey Yentzer (Kaw); 3. Chris Hunter (Hon); 4. Gaylon Dickson Jr. (Kaw); 5. Tom Welch (Suz).

250 B: 1. Brian Knox (Hon); 2. John McKean (Suz); 3. David Ginolfi (Kaw); 4. Mike Leavitt Gardiner (Kaw); 5. John Oechsle (Kaw).

250 C: 1. Brett Punzi (Yam); 2. Toby Kappus (Kaw); 3. Kevin Wolf (Kaw); 4. John Kertesz (Kaw); 5. Adam Kasis (Hon).

25+ A: 1. Gaylon Dickson Jr. (Kaw); 2. Tom Welch (Suz); 3. Damien Plotts (Yam); 4. Mike Finnerty (Hon); 5. Joseph Celso (Suz).

25+ B: 1. Richard Pinney (Kaw); 2. John Oechsle (Kaw); 3. Jason Lewis (Kaw); 4. Timothy Henry (Hon); 5. Phil Dowell (Kaw).

30+ A: 1. Barry Carsten (Suz); 2. Gaylon Dickson Jr. (Kaw); 3. James McIlvaine (Yam); 4. Keith Mann (Yam); 5. Calvin Leinbach (Yam).

30+ B: 1. Richard Pinney (Kaw); 2. Richard Dool (Kaw); 3. Jeff Armstrong (Kaw); 4. Timothy Henry (Hon); 5. Gregory Keus (Suz).

30+ C: 1. Brett Punzi (Yam); 2. Kim Kline (Hon); 3. Jeff Ort (Hon); 4. Kenneth Burke (Kaw); 5. Dave Daub (Kaw).

40+: 1. Keith Mann (Yam); 2. Gene Nighman (Kaw); 3. Stephen LaPointe (Yam); 4. Calvin Leinbach (Yam); 5. Bob Sorenson (Hon).

CLGBY: 1. Paul Veracka (Kaw); 2. Travis Hesket (Yam); 3. Elio Pereira (Yam); 4. Jordan Jackson (Hon); 5. John McKean (Suz).

SCHBY: 1. Shane Bartholf (Yam); 2. Rayn Mills (Hon); 3. Mike Leavitt (Kaw); 4. Gene Nighman Cortland (Kaw); 5. Mike Veracka (Kaw).

S/MINI: 1. Charles Ellis (Yam); 2. Robert Kiniry (Kaw); 3. Caleb Miller (Yam); 4. Patrick Simpson (Kaw); 5. Dan Scilipote (Yam).

WMN: 1. Lindsay Cron (Suz); 2. Stephanie Perron (Kaw).

McDiarmid muscles Dutch Sport Park Motocross

By Larry Witmer

BLOOMINGDALE, MI, MAY 9

Tom McDiarmid took his RM250 to the overall win in the 250cc C class, besting the 34-rider field. The Dutch Sport Park track provided great racing conditions over the Mother's Day weekend.

Andrew Donahui ripped the opening holeshot in the 250cc C division over Brad Hollander, Rick Stanton, Robert Mills and Shannon Smith.

Hollander wasted no time in putting his Kawasaki to the front of the pack, using the woods-line rockers to displace Donahui to second. Stanton continued to run in the third spot. McDiarmid was charging through the sandbox area.

Up front, it was all Hollander, who made the trip from Cincinnati, Ohio, to hone his skills at Dutch for the upcoming Amateur Regional. By the white flag, McDiarmid had passed both Donahui and Stanton for the second spot. Stanton slipped back one more spot when Andy Burger used a tight inside line just past the white flag for third.

The checkers flew for Hollander, who had a commanding lead over the field. McDiarmid showed the field his Suzuki's rear fender off the line and into the start-area switchbacks. Kevin Tenbrink, Stanton and Mark Myers were the top runners behind McDiarmid. Hollander had a terrible start and was way back in 10th. Myers was on the move, passing both Stanton and Tenbrink in the back rocker section. By the completion of the first lap, it was McDiarmid with a big advantage over Myers in second. Stanton was third, with Hollander pushing his KX up to fourth by the first lap. Shannon Smith bailed off hard on the next lap, ending his good moto ride.

The same crash bug bit Donahui in the rockers going over the high side on the second lap. Hollander and Myers came together on the second lap in the woods rockers, with Myers going down hard but quickly remounting, salvaging eighth for the moto. The completion of the third lap saw McDiarmid leading, but Hollander was just starting to put a dent in the huge advantage McDiarmid had established. But with the bad start Hollander had, McDiarmid had too much of an advantage and he put it on cruise control to the checkers for the overall win. Hollander came across for second, with Burger putting the moves together in the closing stages of the moto to card third.

Results

AUTO (4-8): 1. Zachary Bassler (Yam); 2. Bob Johnson (Yam); 3. Cameron Booth (Yam); 4. Doug Waggoner (Suz); 5. Rodney Kiddaugh (Yam).

AUTO (4-6): 1. Jacob McCraner (Cob); 2. Taylor Davis (KTM); 3. Dominic VanHouten (Cob); 4. Michael Martin (Yam); 5. Levi Davis (Cob).

AUTO (7-8): 1. Steven Squire (Cob); 2. Thomas Fisher (Cob); 3. Allison Vrba (Cob); 4. Cody Dale (Cob); 5. Aaron Dabicci (Lem).

60 BEG: 1. Zachary Hays (Kaw); 2. Wyatt Gilmore (Kaw); 3. Bob Wisniewski (Kaw); 4. Trampus Newman (Kaw); 5. Zachary Bassler (Yam).

80 BEG: 1. Tyler Weston (Kaw); 2. Kyle Wolff (Hon); 3. Joshua Garrett (Kaw); 4. Chris Spitale (Kaw); 5. Dustin Jager (Hon).

80 OPEN: 1. Jerry Lorenz (Yam); 2. Matt Haag (Yam); 3. Rocky Sites (Hon).

80 (7-11): 1. Jerry Lorenz (Yam); 2. Matt Haag (Yam); 3. Adam Croley (Yam); 4. Anthony Jennings (Kaw); 5. Cody Davis (Kaw).

16-24: 1. Jason Vienot (Yam); 2. Justin Brusseau (Yam); 3. Judd Bagladi (Kaw); 4. Greg Andrews (Kaw); 5. Chad Lesausky (Yam).

25+: 1. Darren Borcherding (Yam); 2. Todd Flickenger (Kaw); 3. Brad Hollander (Kaw); 4. Nelson Copeland (Yam); 5. Matt Schuelke (Yam).

30+: 1. Darren Borcherding (Yam); 2. Craig Pickett (Yam); 3. Todd Flickenger (Kaw); 4. Ronnie Weatherholt (Kaw); 5. Bart Newman (Yam).

35+: 1. Craig Pickett (Yam); 2. Ronnie Weatherholt (Kaw); 3. Doug Fozo (Kaw); 4. Greg Holman (Hon); 5. Scott Rinster (Hon).

125 C: 1. Kyle Bagladi (Yam); 2. Konrad Johnson (Hon); 3. Andy Sherwood (Kaw); 4. Bill Chappell (Suz); 5. Chris Dell (Yam).

250 A: 1. Jason Vienot (Yam); 2. Nelson Copeland (Yam).

250 B: 1. Justin Brusseau (Yam); 2. Ryan Dargie (Suz); 3. Chad Lesausky (Yam); 4. Stacey Weston (Yam); 5. John Sandman (Hon).

250 C: 1. Tom McDiarmid (Suz); 2. Brad Hollander (Kaw); 3. Andy Burger (Yam); 4. Andrew Donahui (Kaw); 5. Richard Wenger (Yam).

NON-CUR: 1. Brad Goins (Hon); 2. Konrad Johnson (Hon).

WMN: 1. Jennifer Squire (Yam).

Three wins for Laninovich at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, MAY 16

Billy Laninovich leveled the competition en route to three separate class victories in the 125cc Stock, 125cc Modified Intermediate and 125cc Open Non-Pro divisions during the first of three Southern California Ponca City Grand National Championship qualifiers, held at Starwest Cycle Park.

Laninovich had a very successful day, posting an impressive five victories out of six motos, losing only one to fearless Starwest hotshoe Michael Sleeter. In that particular moto, Sleeter took advantage of a monster holeshot and a freshly watered track to make it to Victory Lane.

In the end, Laninovich rebounded with wins in all the remaining motos, which led to overall victories in the 125cc Open non-pro and Stock and Modified Intermediate races.

As always, minicycles made up the bulk of the program, with Jesse Casillas proving to be the fastest of the group with wins in both the 80cc (14-16) and Supermini divisions. Kyle Partridge made the trek from Nevada pay off with wins in both the 80cc (12-13) Stock and Modified races, sweeping the class with all four moto victories in front of Sean Collier and Jason Medina.

Mike Alessi kept things rolling along by earning wins in four separate classes, including the Stock and Modified (7-11) classes and the 60cc (9-11) classes. Alessi swept all eight motos and was followed by Michael Parker in the 80cc divisions. Mike's brother Jeff grabbed second behind Mike in Junior Cycles.

Michael Hall was the top Pee Wee, with wins in both the 50cc (7-8) Modified and Super Pee Wee races. Hall seems to have found the next level in Pee Wee racing and should be a threat for the Grand National crown later this summer.

Results

50 STK (0-6): 1. Nic Paluzzi (Cob); 2. Dakota Garner (Cob); 3. Cody Farrar (KTM); 4. Max Ladieu (Cob); 5. Brett Downey (Cob).

50 STK (7-8): 1. Donnie Kearney (KTM); 2. Michael Hall (Cob); 3. Johnny Jelderda (Lem); 4. Jake Canada (Cob); 5. Blake Baggett (Cob).

50 MOD (0-6): 1. Nic Paluzzi (Cob); 2. Dakota Garner (Cob); 3. Cody Farrar (KTM); 4. David Meade (Cob); 5. Brett Downey (Cob).

50 MOD (7-11): 1. Michael Hall (Cob); 2. Jake Canada (Cob); 3. Danny Gonzalez (Cob); 4. Johnny Jelderda (Lem); 5. Donnie Kearney (KTM).

S/P/W: 1. Michael Hall (Cob); 2. Nic Paluzzi (Cob); 3. Donnie Kearney (KTM); 4. Mike Meade (Cob); 5. Jake Canada (Cob).

60 STK (6-8): 1. Trent Pugmire (Kaw); 2. Casey Huntley (Kaw); 3. Tyler Sievers (Kaw); 4. Donnie Kearney (KTM); 5. Richard Sterling (Kaw).

60 STK (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Bryce Terzian (KTM); 4. Mark Proscelle (Kaw); 5. Cole Seely (KTM).

60 MOD (6-8): 1. Trent Pugmire (Kaw); 2. Danny Gonzalez (Kaw); 3. Casey Huntley (Kaw); 4. Tyler Sievers (Kaw); 5. Donnie Kearney (KTM).

60 MOD (9-11): 1. Mike Alessi (Kaw); 2. Jeff Alessi (Kaw); 3. Cole Seely (KTM); 4. Bryce Terzian (KTM); 5. Mark Proscelle (Kaw).

80 STK (7-11): 1. Mike Alessi (Kaw); 2. Michael Parker (Hon); 3. Jeff Alessi (Kaw); 4. Mark Proscelle (Kaw); 5. Phillip Bruscella (Yam).

80 MOD (7-11): 1. Mike Alessi (Kaw); 2. Michael Parker (Hon); 3. Jeff Alessi (Kaw); 4. Philip Bruscella (Yam); 5. Mark Proscelle (Kaw).

80 STK (12-13): 1. Kyle Partridge (Suz); 2. Jason Medina (Hon); 3. Donald Chollar (Hon); 4. Sean Collier (Kaw); 5. Nathan Collins (Kaw).

80 MOD (12-13): 1. Kyle Partridge (Suz); 2. Sean Collier (Kaw); 3. Kelly Tedder (Yam); 4. Jason Medina (Hon); 5. Donald Chollar (Hon).

80 STK (14-16): 1. Jesse Casillas (Yam); 2. Anthony Bruscella (Yam); 3. Ben Ramsaran (Yam); 4. Tyler Duncan (Yam); 5. Richie Casiano (Yam).

80 MOD (14-16): 1. Jesse Casillas (Yam); 2. Ben Ramsaran (Yam); 3. Tyler Duncan (Yam); 4. Richie Casiano (Yam); 5. Anthony Bruscella (Yam).

125 STK NOV: 1. Richie Owens (Yam); 2. Bobby Bloodworth (Yam); 3. Blake Bukamier (Yam); 4. Joshua Thurgood (Yam); 5. Kyle De Quillettes (Yam).

125 MOD NOV: 1. Ryan McGee (Yam); 2. Blake Bukamier (Yam); 3. Joshua Thurgood (Yam); 4. Richie Owens (Yam); 5. Kyle De Quillettes (Yam).

125 STK INT: 1. Billy Laninovich (Yam); 2. Michael Sleeter (Yam); 3. Josh Stise (Yam); 4. Corey Macomber (Yam); 5. Patrick Wade (Kaw).

125 MOD INT: 1. Billy Laninovich (Yam); 2. Michael Sleeter (Yam); 3. Jake Elkins (Yam); 4. Brandon Milstead (Suz); 5. Mike Davis (Kaw).

125 STK PRO: 1. Danny Carlson (Yam).

125 MOD PRO: 1. Danny Carlson (Yam).

125 OPEN NON-PRO: 1. Billy Laninovich (Yam); 2. Corey Macomber (Yam); 3. Cody Hertel (Hon); 4. Joshua Thurgood (Yam).

S/MINI: 1. Jesse Casillas (Yam); 2. Kyle Partridge (Suz); 3. Sean Collier (Kaw); 4. Anthony Bruscella (Yam); 5. Mike Alessi (Kaw).

250 STK: 1. Michael Sleeter (Yam); 2. Jason Wood (Suz); 3. Patrick Wade (Kaw); 4. Cole Townsend (Yam); 5. Kevin Townsend (Suz).

250 MOD: 1. Brandon Milstead (Suz); 2. Jason Wood (Suz); 3. Michael Sleeter (Yam); 4. Patrick Wade (Kaw); 5. Glenn Commans (Yam).

250 STK PRO: 1. Danny Carlson (Yam).

250 MOD PRO: 1. Danny Carlson (Yam).

30+ MOD: 1. Glenn Commans (Yam); 2. Jef Harriott (Kaw); 3. John Hemme; 4. Joel Plitt (Yam); 5. Randy Commans (Yam).

4-STRK: 1. Jef Harriott (Yam); 2. Cole Townsend (Yam).

Graves buries competition at Willow Springs Road Race

By Eric Vincent

ROSAMOND, CA, MAY 15-16

Chuck Graves captured an easy win in the Toyota Cup Unlimited Formula One race during the fifth round of Willow Springs Motorcycle Club action at Willow Springs International Raceway.

Graves' victory in the Formula One race was his first since February; Curtis Adams won the event in both March and April. Adams presented Graves with some challenges early in this race, but mechanical problems with Adams' motorcycle midway through the race allowed Graves to cruise to victory.

Graves was first off the line on his Graves Motorsports-sponsored Yamaha R1, followed by Adams and Jeff Hagan. Midway through the second lap, Adams closed the gap on Graves and was poised to challenge him for the lead when a downed racer brought out the red flags and forced a 10-lap restart.

The second time around, Graves bogged the start, giving Adams the holeshot off the line. Graves quickly recovered and was into second place by turn three. Down the front straight at the start of lap two, Graves drafted and passed Adams. Undaunted, Adams held tight for the next five laps. But the expected challenge didn't materialize, as Adams started to slow consider-

ably early on lap seven due to mechanical problems.

While Adams managed to finish the race, he was caught and passed by five racers. At the line, it was Graves with the win, followed by Hagan in second and Jeff Short in third.

On the victory podium after the race, Graves attributed his victory to his equipment.

"I clearly had the advantage over everyone out there today," he said, going on to say that his Yamaha R1 was running extremely well and that his Michelin tires also performed exceptionally.

In the Bridgestone/Racer's Edge Formula Two GP, Brian Kovarick took the holeshot off the line but was passed by Graves around turn one on his Yamaha R6. Sam Carnibucci emerged in third.

Midway through lap three of the 10-lap event, a charging Bryce Gross began putting the heat on Carnibucci and successfully drafted and passed him down the front straight to start lap seven. But Gross' attempts at a podium finish were dashed when he crashed in turn eight on the next lap. That moved Carnibucci back into third, and with no further changes in the top three, it gave Graves the win, followed by Kovarick in second and Carnibucci in third.

The four racers had battled one another earlier in the day in the GMD Computrack Los Angeles 600cc Super Stock race. Graves powered into the lead off the line, with Kovarick in second and Carnibucci in third. At the end of the first lap, Graves and Kovarick were side by side coming out of turn nine, but Graves held on to the lead to start the second lap.

Meanwhile, Gross began to challenge Carnibucci for third and was able to get around him between turns two and three.

At the beginning of the final lap in the six-lap sprint race, Carnibucci mounted a challenge on Gross for third. Rounding turn eight, Carnibucci dropped to the inside of Gross in the long sweeper and passed him just before entering turn nine. Undaunted and with a slight horsepower advantage, Gross outaccelerated Carnibucci on the front straight to finish third, behind Graves and Kovarick.

Results

F-1: 1. Chuck Graves (Yam); 2. Jeff Hagan (Suz); 3. Jeff Short (Suz); 4. Kevin President (Yam); 5. Clinton Whitehouse (Yam).

F-2: 1. Chuck Graves (Yam); 2. Bryan Kovarick (Suz); 3. Brian Carnibucci (Hon); 4. Michael Hannas (Yam); 5. Duncan Griffiths (Yam).

F-40: 1. Stephen Hewitt (Yam); 2. Claudio Szyszkowski (Duc); 3. Steven Ottinger (Hon); 4. Tom Sera (Yam); 5. David Molitor (Yam).

500 S/STK: 1. Joe Hammond (Bue); 2. Evans Brasfield (Kaw); 3. Steven Moonitz (Yam); 4. Aaron Lunsford (Yam); 5. Jamie Gilbert (Kaw).

600 S/STK: 1. Chuck Graves (Yam); 2. Bryan Kovarick (Suz); 3. Bryce Gross (Suz); 4. Sam Carnibucci (Hon); 5. Michael Hannas (Yam).

750 S/STK: 1. Jeff Short (Suz); 2. Bryce Gross (Suz); 3. Toby Jorgensen (Suz); 4. Chris Norman (Suz); 5. John Pearson (Suz).

OPEN S/STK: 1. Chuck Graves (Yam); 2. Jeff Hagan (Yam); 3. Kevin President (Yam); 4. Clinton Whitehouse (Yam); 5. Stephen Hewitt (Yam).

550 S/BK: 1. Shawn Cash (Yam); 2. Joe Hammond (Yam); 3. Andrew Trevitt (Kaw); 4. Jason DiSalvo (Apr); 5. Tommy Bencharit (Apr).

650 S/BK: 1. Chuck Graves (Yam); 2. Michael Hannas (Yam); 3. Bryan Kovarick (Suz); 4. Sam Carnibucci (Hon); 5. Jacob West (Suz).

750 S/BK: 1. Jeff Short (Suz); 2. Richard Headley (Yam); 3. Toby Jorgensen (Suz); 4. Claudio Szyszkowski (Duc); 5. Phillip Herrin (Suz).

OPEN S/BK: 1. Chuck Graves (Yam); 2. Curtis Adams (Suz); 3. Kevin President (Yam); 4. Jeff Hagan (Yam); 5. Clinton Whitehouse (Yam).

500 MOD PROD: 1. Joe Hammond (Bue); 2. Steven Moonitz (Yam); 3. Dave Gardner (Yam); 4. Aaron Lunsford (Yam); 5. Tony D'Augusta (Yam).

600 MOD PROD: 1. Bryan Kovarick (Suz); 2. Sam Carnibucci (Hon); 3. Shawn Cash (Suz); 4. Kevin President (Yam); 5. Jacob West (Suz).

750 MOD PROD: 1. Bryce Gross (Suz); 2. Toby Jorgensen (Suz); 3. Cesar Meza (Suz); 4. John Pearson (Suz); 5. Chris Norman (Suz).

OPEN MOD PROD: 1. Richard Headley (Yam); 2. Clinton Whitehouse (Yam); 3. Kevin President (Yam); 4. Stephen Hewitt (Yam); 5. David Molitor (Yam).

BOTT L/W: 1. James Hillier (Kaw); 2. Andrew Trevitt (Kaw); 3. Michael Doyle (Kaw); 4. Jerry Jirkovsky (Kaw); 5. Evans Brasfield (Kaw).

BOTT M/W: 1. Richard Headley (Yam); 2. Mick Ofield (Duc); 3. Roger Sgarbossa (Hon); 4. Scott Fisher (Hon); 5. Jody Hendley (H-D).

BOTT H/W: 1. Lucio Nicolodi (Duc); 2. Claudio Szyszkowski (Duc); 3. Peter Robbins (Duc); 4. Clint Milteer (Suz); 5. Rich Thorwaldson (Hon).

500 SGL: 1. Carlin Dunne (Hon); 2. Scott Spears (Hon); 3. Larry Cochran (Hon).

F-SGL: 1. Carlin Dunne (Hon); 2. Scott Spears (Hon).

L/W VINT: 1. Clinton Whitehouse (Yam); 2. Carlin Dunne (Hon); 3. Scott Spears (Hon); 4. Dave Gardner (Yam); 5. Larry Cochran (Hon).

H/W VINT: 1. Dennis Fryer (Hon); 2. Jim Dobson (Yam); 3. Todd Boudreaux (Kaw); 4. Larry Cochran (Hon); 5. Allan Webster (Kaw).

SOLO GTL (0-500): 1. Shawn Cash (Suz); 2. Joe Hammond (Bue); 3. Evans Brasfield (Kaw); 4. Steven Moonitz (Yam); 5. Aaron Lunsford (Yam).

SOLO GTU (0-650): 1. Karl Lowry Jr. (Suz); 2. Tony Silvera (Suz); 3. Jeff Dixon (Hon); 4. Jodie York (Yam); 5. Joe Davidson (Hon).

SOLO GTO (651+): 1. Chuck Graves (Yam); 2. Curtis Adams (Suz); 3. Vincent Haskovec (Suz); 4. Bryce Gross (Suz); 5. Mark Chadwick (Suz).

500 L/W NOV: 1. Jason Utley (Yam); 2. Maurice Webb (Hon); 3. Peter Grinsted (Kaw); 4. Anthony Lawson (Hon); 5. Aaron Gowatch (Hon).

501-650 M/W NOV: 1. Rudy Cortez (Hon); 2. Robert Manley (Hon); 3. James Welch (Hon); 4. Dustin Coynor (Hon); 5. Andrew Cunningham (Kaw).

651-OPEN H/W NOV: 1. Hambis Charalambous (Suz); 2. Paul Merwin (Hon); 3. Robert Broge (Yam); 4. Raul Padilla (Suz); 5. Mickey Giacomazzi (Duc).

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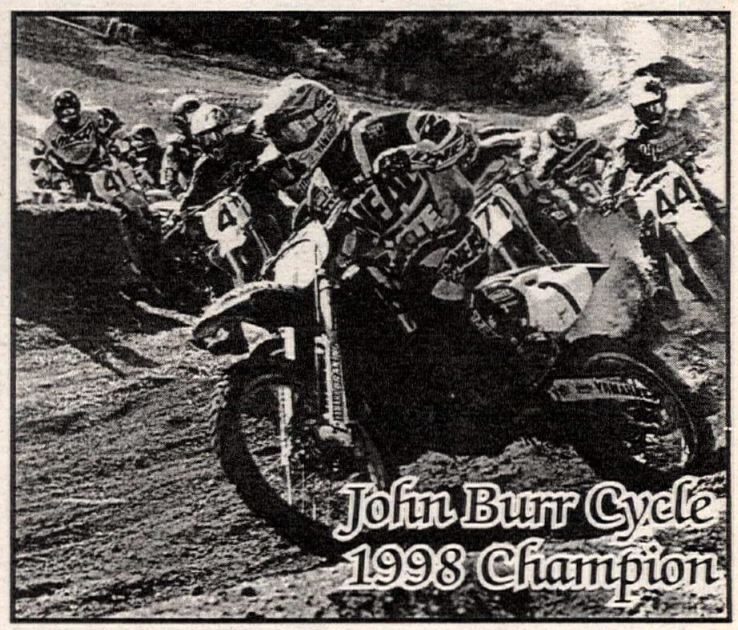

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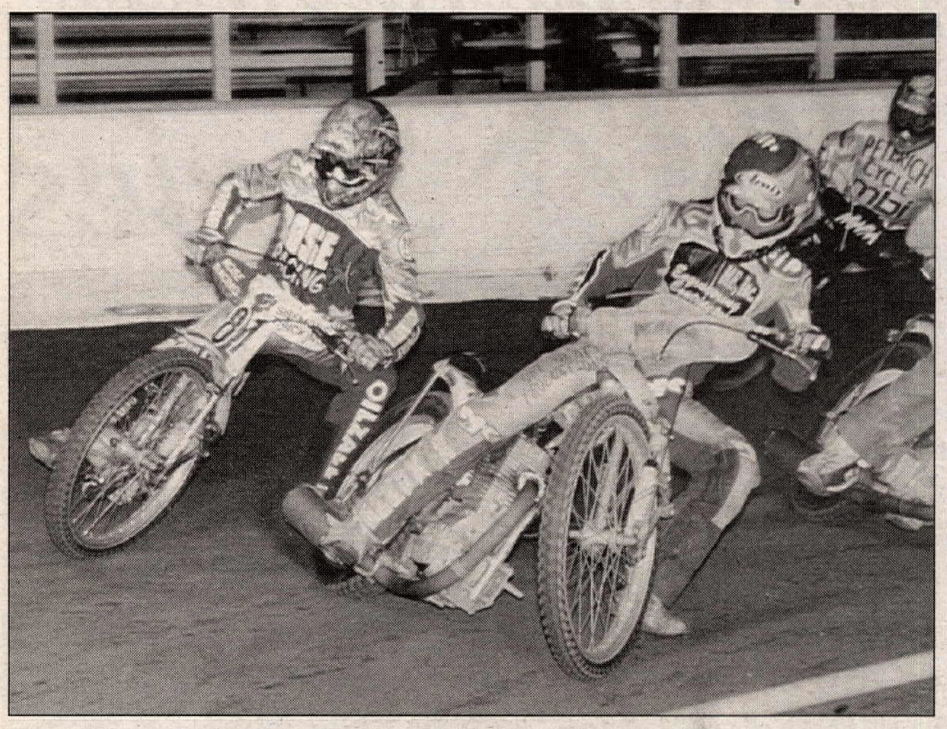

(Left) Mike Faria leads the Scratch main at Northern California Speedway in Sacramento, California.
(Above) Scott Davis (1) leads Tim Marsh (1T) down the base of Devil's Drop at Carlsbad Raceway.

Faria opens Cal-Expo season with a win

By M. Sober

SACRAMENTO, CA, MAY 15
Multi-time U.S. National and California State Speedway Champion Mike Faria continued his dominance in the Northern California Speedway Scratch Racing programs. Faria has gone three for three in Scratch main attempts in 1999, taking the first two at Fast Fridays in Auburn and then the opening Cal-Expo season with another win. Former Junior Speedway standout Billy Janniro got his first win of the season, taking the Handicap main.

Janniro drew the pole for the Scratch main event. Stacked in the second, third and fourth lanes were Faria, Jimmy Sisemore and Bart Bast. Faria was the first rider to move forward as the tapes went up and he entered the first turn with a half-a-bike lead. Janniro and Sisemore broke off the line like Siamese twins, with Janniro coming out ahead due to his advantageous inside position. As Faria was establishing his lead down the back straight, Sisemore, Janniro and Bast were all discussing their options for pursuit, with Janniro's inside line winning the argument as he took over the runner-up spot. Sisemore, who was fast all night on his Rose Racing Jawa, went outside, where there was no room or traction. He finished a very determined and energetic fourth. Once Faria had the lead, the headlines were all but in the books; all that was left was to see if Bast could get around Janniro. Bast rode smart and looked for a way past the young rider but saw only wild speed, and he opted to stay healthy and ride another day. Janniro maintained second and Bast was third.

Ian Ferris lined up for the Handicap main on the 20-yard line. Twenty yards behind him on the 40 was Janniro. A very short 10 yards behind Janniro, on the 50, sat Bast, Sisemore, Bob Hicks and Bobby Hedden. Ferris naturally took the early lead, with Janniro quickly moving up behind him. Meanwhile, Sisemore was the first back-yardage man off the line, and with Bast close behind he wasted no time in reeling in the front two. It took Janniro until lap number three to push under the pesky Ferris, but once he did, Sisemore and Bast also took advantage and followed close behind. Sisemore kept the heat on Janniro throughout all five laps but came up a bike and a half short at the checkered flag and settled for second place. Janniro had his first win of the season on his Arai/Off Beat-backed Jawa. Bast was third. Ferris recovered after being roughhoused by the three front finishers, got back in line and finished in fourth place. Bobby Hedden, riding a backup machine, finished in fifth - which left only Bob Hicks, the 1998 Cal-Expo track champion, who was at the back of the pack in sixth.

Results

SCR: 1. Mike Faria (GM); 2. Billy Janniro (Jaw); 3. Bart Bast (Jaw); 4. Jimmy Sisemore (Jaw).

HDCP: 1. Billy Janniro (Jaw); 2. Jimmy Sisemore (Jaw); 3. Bart Bast (Jaw); 4. Ian Ferris (Jaw); 5. Bobby Hedden (Jaw).

D-2: 1. Mike Browne (Jaw); 2. Matt Browne (Jaw); 3. Harlan Bast (Wes).

D-3: 1. Craig Boone (Jaw); 2. Harry Bradwell (Jaw); 3. David Fonts (Wes).

D-1 JR: 1. Eric Carrillo (Jaw); 2. Bryan Yarrow (Jaw); 3. J.J. Martynese (Wes).

D-2 JR: 1. Alex Marcucci (Wes); 2. Ray Linn (Wes); 3. Mark Carrillo (Wes).

D-3 JR: 1. Danny Easley (Wes); 2. Paul Johnson (Hon); 3. Amanda English (Tri).

Vogelsang shreds to the front at CMXR

By Kirk Chandler

CARLSBAD, CA, APR. 24
With luck on his side, Paul Vogelsang was awarded the overall victory in the Over 40 Masters division at Carlsbad Raceway after his closest competitor went down early in the second moto of the day.

When the pack of 16 riders jammed their way through Carlsbad's 180-degree first turn, it was the rumbling YZ400 ridden by Vogelsang that arched its way though the second corner first. He was followed by Daniel Davalos and Scott Davis. Vogelsang and Davalos hooked up together in a progressive battle that pushed them away from the rest of the pack.

The battle was for third, and the first to get passed was Allen Ortiz, who relinquished the fourth position on lap three to Jeff Skeen. When the white flag came out, Vogelsang and Davalos were within a bike length of each other. Davalos pulled alongside going down the downhill, but Vogelsang leaped ahead for the lead and the moto win.

With the challenge posted, Vogelsang stepped up his riding to the next level for the second moto. The holeshot went to Tim Marsh, who was followed by Davis, and Vogelsang was back in fifth place; Davalos was in seventh. By the end of the first lap, Davis took the lead away from Marsh, who fell back to fourth by the end of the second lap when a charging Vogelsang and Ortiz passed the early leader. Davalos was running fifth, right behind Marsh, when he went down; it took him a while to get himself together and back on the bike, and his overall chances were now in shambles. With two laps remaining, Vogelsang did not have to pass Davis to garner the overall, but he went for it anyway. When the white flag came out, Vogelsang was two minutes away from the checkered flag and the overall victory. Following Vogelsang across the line were Davis and then Marsh, who recovered from his midmoto slump.

Results

80 BEG: 1. Brandon Hamilton (Hon); 2. Kyle Adams (Kaw); 3. Chris Adams (Yam).

80 NOV: 1. Justin Hermann (Yam); 2. Kevin Bried (Yam); 3. Matt Adams (Hon).

125 BEG: 1. Eric Reynolds (Suz); 2. Austin Humphreys (Yam); 3. Andrew Wageman (Yam).

125 NOV: 1. Nathan Jones (Yam); 2. Jeff Marrow (Yam); 3. Adam Fichtelman (Yam).

250 BEG: 1. Mark Anderson (Yam); 2. Scott Jenson (Yam); 3. Martin Ryder (Suz).

250 NOV: 1. Doug Rumer; 2. Sean Pehr (Hon); 3. Jeff Lysdale (Kaw).

250 INT: 1. Josh Tupa (Yam); 2. D.R. Clement; 3. Eric Jaimarson (KTM).

OPEN NOV: 1. John Taylor (Yam); 2. Bill Justice (Kaw); 3. Jim Myerson (Yam).

OPEN PRO: 1. Todd Mitchell (Suz); 2. Dan Berg (Suz).

30+ BEG: 1. Brian Young (Hon); 2. Jack Watkins (Kaw); 3. Ian Walker (Kaw).

30+ NOV: 1. Jeff Gray (Kaw); 2. Greg Matefski (Hon); 3. Danny Jones (Yam).

30+ INT: 1. Glenn Cunningham (Hon); 2. Jim Bacon (Kaw); 3. Dane Anderson (Yam).

30+ EX: 1. James De Ridder (Yam); 2. Rob Wilshire (Hon); 3. Nathan Pittman (Yam).

40+ NOV: 1. Zach Lindberg (Yam); 2. Rick Renning (Suz).

40+ INT: 1. Jeff Lysdale (Kaw); 2. Brad Catcott (Kaw); 3. Bob Barnett (Yam).

40+ MSTR: 1. Paul Vogelsang (Yam); 2. Tim Marsh (Yam); 3. Jeff Skeen (Kaw).

40+ EX: 1. Scott Davis (Hon); 2. Toby Taki (Yam); 3. Jerry Ayers (Yam).

50+ OPEN: 1. Dennis Blackburn (KTM); 2. Clive Cheffins (Yam); 3. Frank Benacka (Kaw).

WMN NOV: 1. Sharlin Humphreys (Yam); 2. Tiffany Holtman (Kaw); 3. Candice Mofshager (Yam).

Ettesvold hauls at Hurricane Hills Motocross

By George and Karen Hodkinson

MAZEPPA, MN, MAY 9
Joe Ettesvold was the winner of the day in the Mini Open (10-15) class, as he powered his Honda CR80 to both moto wins after some heavy challenges from a number of talented riders who comprise the Mini Open division in Minnesota. The event was the third District 23 motocross event of the year for Hurricane Hills, and once again some track changes were in store for the riders. The most significant track change was right after the finish line, as half the whoop section was taken out for a double that most A riders and a few B riders attempted.

At the start of moto one in the Mini Open class, it was John Dehn on his KX getting out in front of the 15-rider field. Behind him were Scott Ehlenfeldt, James Easler, Ettesvold and Jeremy Girard. An injured Dehn led the field for the first lap and a half. Ettesvold passed him by jumping an inside line, setting himself up as the two went into the woods section of the track.

As the white flag came out after lap three, Ettesvold held the lead, but Dehn, Ehlenfeldt and Girard were all back to back and bidding for the lead. Nothing changed, however, on the final lap, and the four finished in that order, with Tyler Neese fifth and Easler sixth.

Moto two opened with Dehn grabbing another holeshot, and a huge one at that. Justin Rumpca was set on making up for a dismal 14th-place showing in the first moto, and he grabbed second in the early going. Ettesvold made the charge past Rumpca on lap one and then continued his charge to pass Dehn on the second lap, taking the lead.

Ettesvold pulled away from the pack, eventually finishing with an eight-second lead on Dehn, who rode a consistent second. Ehlenfeldt again took third. Rumpca was fourth, Girard fifth and Neese sixth.

In 16-24 C action, Travis Woodward was the overall victor, sweeping the class via 1-1 finishes. In moto one, Woodward led from start to finish in the packed 35-rider field. Ryan Neslund followed in second in the early stages, but he fell back to seventh at the end. Josh Overby moved into second early and finished there at the end. Justin Nelgas took third, Ryan Greening fourth, and Jeremiah Johnson fifth.

Moto two saw Woodward take the holeshot again, in front of Jonathan Vargo and Greening. Greening got by Vargo on the second lap and kept things close between himself and Woodward all the way up to the finish. Richard Crupick took third after a first-moto sixth. Nelgas took fourth, and Vargo greatly improved his first-moto 14th to take fifth.

Results

MICRO MINI (4-6): 1. Brad Burt; 2. Dustin Wolff; 3. Toni Teague.

MICRO MINI (7-8): 1. Kyle Ohland; 2. Alex Ettesvold; 3. Dalton Strohmeyer; 4. Cory Vandal; 5. Nick Brackett.

MICRO MINI P/W: 1. Cody Yule; 2. Dan Meyer; 3. Justin Regenscheid; 4. Riley Kroone; 5. Trevor Plante.

P/W: 1. Bruce Dehn; 2. Kyle Dehn; 3. Chad Schmidt; 4. Matt Ahlers; 5. Logan Standinger.

MINI JR (7-11): 1. Bruce Dehn; 2. Justin Rumpca; 3. Jeremy Girard; 4. Jon Stadsvold; 5. Braden Packs.

MINI JR (12-13): 1. John Dohn; 2. James Easler; 3. Toni Klein; 4. Scott Ehlenfeldt; 5. Nick Johnson.

MINI SR (14-15): 1. Brett Ohland; 2. Joseph Ettesvold; 3. Tony Ahlers; 4. Jeremy Skaare; 5. Brian Welters.

OPEN MINI (10-15): 1. Joseph Ettesvold; 2. John Dehn; 3. Scott Ehlenfeldt; 4. Jeremy Girard; 5. Tyler Neese.

YTH: 1. Jake Gottas; 2. Alan Moore; 3. Matt Judnick; 4. Bobby Widman; 5. Brad Guetter.

16-24 A: 1. Jamie Fahrendholz; 2. Jon Sprangue; 3. Pat Ready; 4. John Strangfeld; 5. Mike Barnett.

16-24 B: 1. Chad Johnson; 2. Brian McCarthy; 3. Josh Carlson; 4. Martin Leum; 5. Clayton Carlson.

16-24 C: 1. Travis Woodward; 2. Ryan Greening; 3. Justin Melges; 4. Josh Overby; 5. Richard Cuipik.

25+ A: 1. Robert Halstead; 2. Dana Hunt; 3. Ted Cleminski; 4. Bill Tilford; 5. Edward Lejchar.

25+ B: 1. Robert Kohl; 2. Tim Naki; 3. Chris Forcelle; 4. Marty Olson; 5. Jay Edwards.

25+ C: 1. Wes Wyman; 2. Terry Swanberg; 3. Bruce Richgels; 4. Mike Diehl; 5. John Carpenter.

VET A: 1. Robert Halstead; 2. Scott Steinle; 3. Dana Hunt; 4. Doug Bohn; 5. Mike Graif.

VET B: 1. Jay Edwards; 2. Chris Peterson; 3. Bill Cummingham; 4. Ray Eytcheson.

VET C: 1. Bruce Richgels; 2. Mike Diehl; 3. Daniel Bolton; 4. Mark Chicone; 5. Steve Easler.

SR 40+ A: 1. Mike Graif, 2. Jack Parenteau; 3. Roger Schellhammer; 4. Fred Fredrickson; 5. Jerry Schultz.

SR 40+ B: 1. Gary Groth; 2. John Jesse; 3. Mark Goodrich; 4. Richard Stella; 5. Greg Vaith.

SR 40+ C: 1. Larry Ahlers; 2. Mike Saunders; 3. Peter Patton.

WMN: 1. Tori Klein; 2. Samantha Hogy; 3. Amy Groth; 4. Amy Brown; 5. Jennifer Brunnette.

125 A: 1. Austin Raubs; 2. Jake Gottas; 3. Pat Ready; 4. Mike Luoma; 5. Jamie Fahrendholz.

125 B: 1. Matt Judnick; 2. Ben Kremer, 3. Josh Carlson; 4. Jesse Johnson; 5. Brad Gretter.

125 C D-1: 1. Steve Krause; 2. Ryan Neslund; 3. Joseph Edman; 4. Tyler Kadlec; 5. Justin Vold.

125 C D-2: 1. Justin Melgels; 2. Ryan Greening; 3. Richard Cuipik; 4. Chad Johnson; 5. Jon Vargo.

250 A: 1. Austin Raubs; 2. Pat Ready; 3. Mike Luoma; 4. Scott Steinle; 5. Doug Bohn.

250 B: 1. Dusty Klein; 2. Dominique Turner; 3. Chad Johnson; 4. Ryan Stevenson; 5. Robert Kohl.

250 C: 1. Joshua Overby; 2. Travis Woodward; 3. Jason Witham; 4. Wes Wyman; 5. Jason Denne.

Mackay logs two at Lincoln Vintage Motocross

By Mark Thompson

CASEY, IL, MAY 1
Jean Ramsey and crew decided to equalize things a bit for out-of-state racers when the AHRMA National series came to sunny Illinois. The Lincoln Trail Motorsports track was run backward, providing a lot of new off-camber turns for the riders. Add in a couple of mud pits and soft washouts, and it's easy to see why it took almost five minutes to complete a lap.

The biggest class of the day, as usual, was the Over 40 Intermediates, with 23 bikes plopping their front wheels into the start-line ditch. Mark Mackay was perfect on every start, powering his 250cc Elsinore into leads that no one could touch. Alex Reid made the long haul from California to finish second to Mackay with a 3-2 score on his 360cc Bultaco Pursang, while local Jim McCulloch, on another Elsinore, was third with a 5-3 tally.

It was Elsinore-mounted Mackay again in the second-biggest class, the Sportsman 250cc Intermediates, which had 22 entries. Mackay's 1-2 score was good for first, ahead of Cam Greguske's Yamaha and Tom Boyd's Husky. Mackay's first-moto win was made easier when the early leader turned his bike into an immobile, mud-covered monument in one particularly tricky turn - a fate that would befall several other riders during the day.

As the Over 30 Intermediates went into battle, Mackay was once again in front - but only for one moto. Going 2-1 to win was another Ohio rider, Tom Bellamy, while Mackay finished second and Jim McCulloch picked up yet another third.

Traveling all the way from Colorado was Morrill Griffith, who put his YZ250 Yamaha in

front of the Over 40 Expert pack in both motos. Everyone else was further behind or inconsistent, including Jean Ramsey, who tested his Maico's fender's durability the hard way while running in the front pack. After the dust settled, Mike Zimmerman tallied a pair of fours on his KX450 for second, ahead of Bill Patton's 2-7 score.

Griffith repeated his disappearing act in the Sportsman 250cc Expert class, as neither John Deemer nor Sam McClain could get ahead of him.

Griffith had less luck in the Sportsman 500cc Expert class, in which he gunned his YZ360 out of the ditch a bit ahead of the rubber band, which cost him a lap. He still rode fast enough to score third overall, behind winner Stacy Stewart and runner-up Bill Patton.

AHRMA's retiring Jeff Smith put in two fine rides to collect the wins in Over 60 Expert and Premier 500cc Expert classes. In the latter class, he had a fine first-moto battle going with Dick Mann, who powered past Smith on the second lap, only to have his Monark thumper die on the last lap. Mann's problems helped John Huegel justify the long drive from California, as he took second overall on his 1956 Indian 500.

Scott Dittmer made short work of the 250cc Sportsman and Over 30 Novice classes, handily winning all four motos on an Ossa 250. Shawn Mayo chased Dittmer home in the 250cc class on his Husky, while it was Kentucky's Tim Hardin doing the same in the Over 30, also on a Husky.

Results

PREM L/W EX: 1. Bob Ginder (Gre); 2. Brad Kennard (Duc).
PREM L/W INT: 1. Dan Beher (Duc); 2. Charles Schank (Mai); 3. Chris Makynen (BSA); 4. Chris Patrick (H-D).
PREM L/W NOV: 1. Wayne Rantz (Hon); 2. Harry Higgins (BSA).
PREM 500 EX: 1. Jeff Smith (BSA); 2. John Huegel (Ind); 3. Jerry Rewerts (BSA); 4. Brad Kennard (BSA); 5. Corky Root (BSA).
PREM 500 NOV: 1. Harry Higgins (BSA).
PREM OPEN TW EX: 1. Beno Rodi (Nor).
PREM OPEN TW INT: 1. Dan Beher (BSA).
CLSC 125 EX: 1. Tom Boyd (Hus).
CLSC 125 INT: 1. Tom Englehart (Hon); 2. Andy Blackburn (CZ); 3. Dale Schmutzler (Hon); 4. Dan Beher (DKW); 5. Charles Schank (Mai).
CLSC 125 NOV: 1. Karsten Illg (Pen); 2. Wayne Rantz (Hon).
CLSC 250 EX: 1. Dan Johns (AJS); 2. Steve Tucker (BSA); 3. Paul Havir (BSA); 4. David Boydstun (Hus); 5. Mike Zimmerman (BSA).
CLSC 250 INT: 1. Tom Moors (AJS); 2. Don Baker (AJS); 3. Chris Makynen (BSA).
CLSC 250 NOV: 1. David Brown (Hus).
CLSC 500 EX: 1. David Boydstun (Hus); 2. Steve Tucker (BSA); 3. Dan Johns (AJS); 4. James Smith (BSA); 5. Claude McElvain (BSA).
CLSC 500 INT: 1. Dennis Brown (Gre).
CLSC 500 NOV: 1. Kay Mann (BSA).
SPTSMN 125 EX: 1. Corey Willoughby (Hon); 2. James Smith (C-A); 3. Spencer Lenz (Hon); 4. Bill Nazelrod (Hon).
SPTSMN 125 INT: 1. Tom Brunholtz (Suz); 2. Tom Englehart (Hon); 3. Jody Thompson (Hon); 4. Terry Schwark (Hon); 5. Robert Groves (Hon).
SPTSMN 125 NOV: 1. Jeff Willoughby (Kaw); 2. John Hernandez (Hon); 3. Joe Ross (C-A); 4. Karsten Illg (Pen); 5. Gary Schnormeier (Hon).
SPTSMN 250 EX: 1. Morrill Griffith (Yam); 2. John Deemer (Mai); 3. Sam McClain (Hon); 4. Bernard Seleski (Kaw); 5. Matt Krisher (C-A).
SPTSMN 250 INT: 1. Mark Mackay (Hon); 2. Cam Greguske (Yam); 3. Tom Boyd (Hus); 4. Shad Winget (Mai); 5. Paul Grant (Hus).
SPTSMN 250 NOV: 1. Scott Dittmer (Oss); 2. Shawn Mayo (Hus); 3. David Williams (C-A); 4. Marc Pape (Mai); 5. Dick Veltman (Pen).
EX: 1. Stacey Stewart (Kaw); 2. Bill Patton (Mai); 3. Morrill Griffith (Yam); 4. Craig Brandt (Mai); 5. Andy Hardin (Hus).
SPTSMN 500 INT: 1. Tom Bellamy (Yam); 2. Jim Webber (Mai); 3. Charlie Spann (BSA); 4. Shad Winget (Mai); 5. Bob Lovell (Mai).
SPTSMN 500 NOV: 1. J.T. Southern (Mai); 2. John Lewis (Yam); 3. Taber Tapscott (Hus); 4. Tim Hardin (Hus); 5. Norman Christian (Mai).
SPTSMN OPEN TW EX: 1. Barry Higgins (Ric); 2. Bob Ginder (Ric).
SPTSMN OPEN TW INT: 1. Bob Collier (Yam); 2. Dave Kelly (Yam).
30+ EX: 1. Sam McClain (Hon); 2. Dan Johns (AJS); 3. Alex Krisher (C-A); 4. James Smith (C-A).
30+ INT: 1. Tom Bellamy (Yam); 2. Mark Mackay (Hon); 3. Jim McCulloch (Hon); 4. Randy Lawrence (Suz); 5. Robert Groves (Mai).
30+ NOV: 1. Scott Dittmer (Oss); 2. Tim Hardin (Hus); 3. Norman Christian (Mai); 4. Ray Coburn (Suz); 5. David Williams (C-A).
40+ EX: 1. Morrill Griffith (Yam); 2. Mike Zimmerman (Kaw); 3. Bill Patton (Mai); 4. Andy Hardin (Hus); 5. John Deemer (Mai).
40+ INT: 1. Mark Mackay (Hon); 2. Alex Reid (Bul); 3. Jim McCulloch (Hon); 4. George Cates (Hus); 5. Gene Wolstenholm (Hon).
40+ NOV: 1. J.T. Southern (Mai); 2. Dennis Bost (Hon); 3. Jeff Angstman (CZ); 4. Dal Smilie (Hon); 5. David Williams (C-A).
50+ EX: 1. Rick Williams (CZ); 2. Barry Higgins (Ric); 3. Tom Boyd (Hus); 4. John Huegel (Yam); 5. Wade Summers (Hus).
50+ INT: 1. Larry Brill (Hus); 2. R. Glenn McMinn (Mai); 3. Dan Beher.
50+ NOV: 1. Norm Carroll (Hus); 2. Dale Smilie (Hon); 3. Fred Kling (Mai); 4. Jim Thompson (Kaw); 5. Kay Mann (BSA).
60+ EX: 1. Jeff Smith (BSA); 2. Corky Root (Bul); 3. Roy Maley (Mai).
60+ INT: 1. Ed Ott (Yam); 2. Jim McCabe (Mai).
60+ NOV: 1. Harry Higgins (BSA); 2. Lee Cowie (Zun).
WMN EX: 1. Peggy Cozart (Hon).
WMN NOV: 1. Nickie Carpenter (Hon).

Sincox scores at Starwest MX

By Tony Alessi

MORENO VALLEY, CA, MAY 15

Under the supervision of former minicycle champion Todd Campbell, Jeremy Sincox scored the overall win tonight in the 60cc Starter 6- to 9-year-old class during the next-to-last round of

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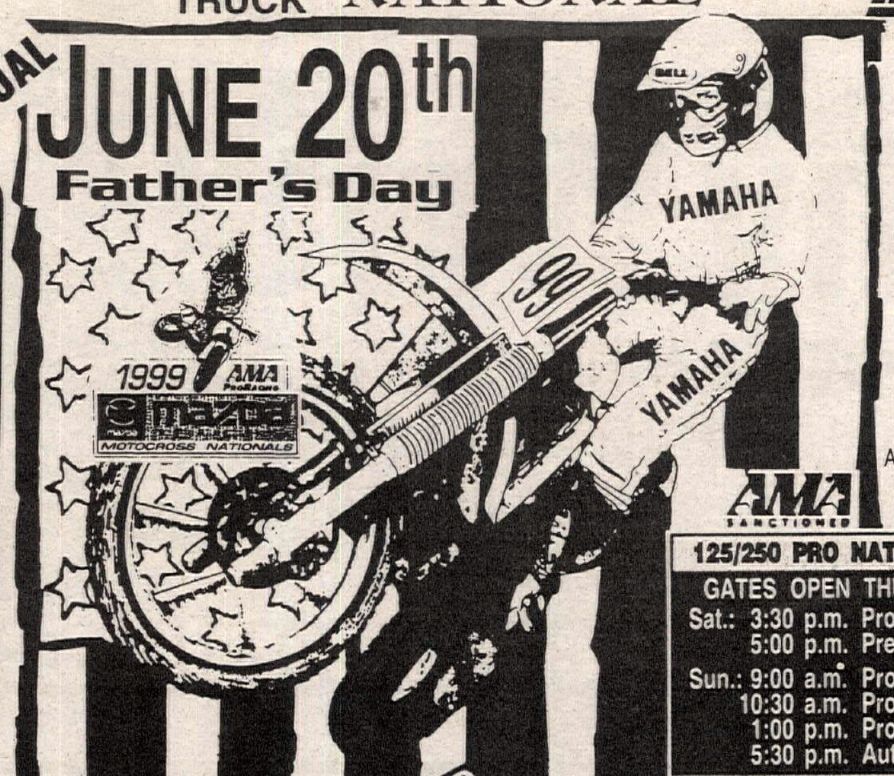

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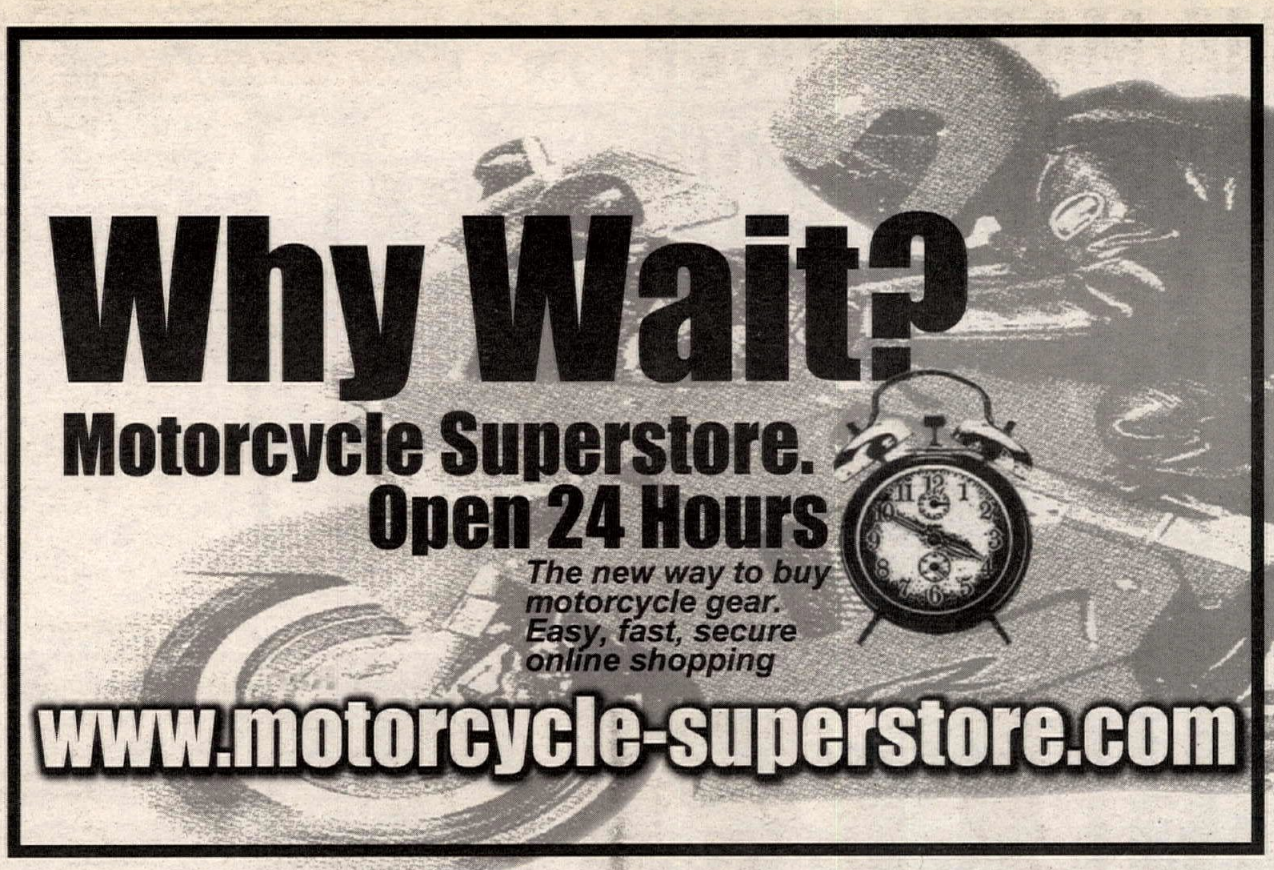

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CYCLE NEWS
America's Weekly Motorcycle Newspaper

Jeremy Sincox came away with the 60cc Starter (6-9) class win at Starwest Cycle Park in Moreno Valley, California.

the West Coast Motorsports-sponsored Spring Series, held at Starwest Cycle Park.

The opening race saw Jeremy Sincox catch and pass early race leader Channing Ratkowski during the first 60cc Starter (6-9) moto by letting it all hang out with a daring pass near the end of the moto.

The second moto saw Sincox out front and singing his own tune while first-moto challenger Ratkowski had problems early in the race and was forced to make a charge from the back of the pack. Sincox's ride in moto two appeared to be a no-brainer, as he had a comfortable lead by lap three. That was all about to change. Krystal Cramer caught sight of Sincox, and lap by lap she closed up the distance. On the white-flag lap, Cramer closed down Sincox and set the stage for a nail-biting final lap. The two elementary school students battled closely turn to turn, jump to jump, with Sincox trying to hold on to the lead. With one straightaway to go and the checkered flag in sight, Cramer went for it in a last-ditch effort to win the moto. Cramer grabbed a handful of throttle and soared across the finish line a knobby length in front of Sincox. Cramer won the moto, but it was Sincox who took the overall victory via his 1-2 showing, which would top Cramer's 4-1 and Ratkowski's 2-4.

Jason Ciarletta and Brandon Milstead were after each other all night long in the 125cc Intermediate class. Milstead seemed very determined in moto one and chased down Ciarletta for the moto win. Not one to roll over, Ciarletta came back with a vengeance in the all-important second moto and scored the moto and overall victory.

Results

Small Track

JR 50 (4-6): 1. Mason Mill (Yam); 2. Jesse Scialfa (Yam); 3. Alex Zwingmann (Yam); 4. Nicholas Garza (Yam).

JR 50 (7-8): 1. Jaysen Arnold (Yam).

50 STK STRTR (4-6): 1. Bryan Briley (KTM); 2. Mason Mill (Yam); 3. Jesse Scialfa; 4. Cody Jones (Lem); 5. Shaun Caudill (Lem).

50 STK STRTR (7-8): 1. R.J. Hoch (KTM); 2. Ryan Schmidt (KTM); 3. Mitchell Ellington (KTM); 4. James Fauscette (KTM); 5. Mason Sweeden (KTM).

50 STK BEG (4-6): 1. James Frigo (KTM); 2. Zachary Pillow (KTM); 3. Joshua Massey (KTM); 4. Patrick Pico (Cob); 5. Dallas Leedom (KTM).

50 STK BEG (7-8): 1. Jake Mendenhall (KTM); 2. Kieffer Silva (KTM); 3. Quad Chase (KTM); 4. Tyler Heers (KTM); 5. Marco Aguilar (KTM).

50 MOD BEG (4-6): 1. James Frigo (KTM); 2. Dallas Leedom (KTM); 3. Zakariah Chase (Cob); 4. Patrick Pico (Cob); 5. Zachary Pillow (KTM).

50 MOD BEG (7-8): 1. Robert Gutierrez (KTM); 2. Jordan Berg (Lem); 3. Art Moreno (KTM); 4. David Falcon (KTM); 5. Marco Aguilar (KTM).

50 STK A: 1. Max Ladieu (Cob); 2. Brandon Brady (KTM); 3. Joshua Noble (KTM).

S/P/W: 1. Robert Gutierrez (KTM); 2. David Falcon (KTM); 3. Jordan Berg (Lem); 4. Art Moreno (KTM).

Main Track

50 STK: 1. Marcus Carrillo (Lem); 2. Hayden Commans (KTM).

50 MOD: 1. Johnny Jelderda (Lem); 2. Dakota Garner (Cob); 3. Brett Harrison (Cob).

50 (4-6): 1. Dakota Garner (Cob); 2. Justin Jeffers (KTM); 3. Brett Harrison (Cob).

50 (7-8): 1. Johnny Jelderda (Lem); 2. Marcus Carrillo (Lem); 3. Hayden Commans (KTM).

S/P/W: 1. Max Ladieu (Cob).

60 STRTR: 1. Jeremy Sincox (Kaw); 2. Krystal Cramer (Kaw); 3. Channing Ratkowski (Kaw); 4. Cory Costa (Kaw); 5. Andrew Serrano (Kaw).

60 (6-8): 1. Trent Pugmire (Kaw); 2. Tyler Sievers (Kaw); 3. George Jeffers (Kaw); 4. Dana Dreier (Kaw); 5. Jonathan Horgan (Kaw).

60 (9-11): 1. Mark Proscelle (Kaw); 2. Lance Coury (KTM); 3. Webb Massey (Kaw); 4. Anthony Munoz (KTM); 5. Matt Harrison (KTM).

80 BEG (0-11): 1. Shawn Mohr (Yam); 2. Kameron Silva (Hon); 3. Kasey Morris (Kaw); 4. Jason Bowies (Kaw); 5. Webb Massey (Hon).

80 (0-11): 1. Michael Parker (Hon); 2. Kenny Clark (Yam); 3. Jonathan Arana (Kaw); 4. Mark Proscelle (Kaw); 5. Kameron Silva (Hon).

80 BEG (12-16): 1. Nathan Collins (Kaw); 2. Kenneth Brewer (Yam); 3. Jonathan Bruens (Yam); 4. John Dubois (Kaw); 5. Lance Gatan (Hon).

80 (12-13): 1. Sean Collier (Kaw); 2. Kelly Tedder (Yam); 3. Robbie Gatan (Yam); 4. Brett Rothas (Kaw); 5. Donald Chollar (Hon).

80 (14-16): 1. Richie Casiano (Yam); 2. Tim Berger (Yam); 3. Collin Silva (Yam).

125 BEG: 1. Randy Webb (Suz); 2. Jeff McClure (Yam); 3. Ryan Bromage (Yam); 4. Nill Anderson (Yam); 5. Ray Olivo (Suz).

125 NOV: 1. Blake Bukamier (Yam); 2. David Sullins (Yam); 3. Chad Gaumer (Hon); 4. Danny Mohr (Yam); 5. Joshua Thurgood (Yam).

125 INT: 1. Jason Ciarletta (Yam); 2. Brandon Milstead (Suz); 3. Mike Weed (Yam); 4. Brit Jackson (Kaw).

250 BEG: 1. Eric Reasner (Kaw); 2. Jason Bevans (Hon); 3. Garrett Matthews (Hon); 4. Doug Covey (Hon).

250 NOV: 1. Adam Owsley (Kaw); 2. Cole Thurston (Yam).

250 INT: 1. Brandon Milstead (Suz).

VET: 1. Duane Benner; 2. Joe Willardsen (Kaw); 3. Dion Barboya (Yam); 4. Steve Tynan (Suz); 5. Darren Scott (Yam).

Gates locks down Spring Creek Motocross win

By George Hodkinson
Photo by Karen Hodkinson

MILLVILLE, MN, MAY 2

A record-breaking 932 entries showed up at Spring Creek Motocross Park for the first race of the 1999 season, which was also round one of the Spring Creek Super Series, in which racers compete for the best five of seven rounds. As one might expect with a record crowd, full gates were the norm, and there were multiple divisions in many classes.

Bruce Gates was almost flawless on the day, winning every moto he started, including the Vet A and Over 25 A classes. In the 250cc A class, Gates won moto one and recorded a DNS in moto two.

At the start of the first moto in the Vet A class, it was Rusty Sorenson on a CR500 grabbing the holeshot in front of Jim Scott and Patrick McNamara. Gates shot into the lead, passing everyone in the sand-wash whoop section to take the lead. From there, Gates went on to dominate the moto.

Scott passed Sorenson at the end of lap one, and by the end of lap two Robert Halstead moved into third on his YZ400. Scott and Halstead exchanged second place for the next two laps, but it was Halstead who eventually became the victor for second place. Scott went on to a comfortable third, in front of McNamara, Dan Luloff, Sorenson and Dan Marcotte.

At the start of moto two, it was again Sorenson using his big-bore power to get the early lead in front of Marcotte and Gates in the 31-rider field. As in moto one, Gates went on to beat the field handily as Halstead had to move through the pack again, but he got past Scott for second. The moto ended as fast as Gates and Halstead could get out front. Scott finished third, Sorenson fourth, Luloff fifth, Marcotte sixth and Scott Steinle seventh.

In other race action, Justin Brayton won the 125cc B Division Two class and the Youth class by posting 1-1 finishes. In the first Youth moto, Brayton led from start to finish, but not without a fight. Jared Lewis and Matt Judnick followed Brayton into turn one, along with the rest of the 30-rider field. After the first two of four laps, Lewis had stuck with Brayton, but on lap three Brayton pulled out to the lead and the win. Lewis hung on for second, and Nate Broughton took third on his FMF/EVS/Pro Action/MSR-backed CR125. Teddy Maier took fourth, ahead of Judnick, Jesse Johnson and Jack Lorr.

In moto two, the laps were cut by one due to the number of entries and the shortage of daylight, but Brayton again led from start to finish. Lewis, Broughton, Maier and Judnick rounded out the top five.

Results

MICRO MINI (4-6): 1. Cole Seaton; 2. Jamie Elder; 3. Brad Burt; 4. Corbin Kosloski; 5. Gannon Audette.

MICRO MINI (7-8): 1. Elliot Kastner; 2. Gatlin Norgren; 3. Kyle Ohland; 4. Alex Ettesvold; 5. Cory Vandal.

MICRO MINI (4-8): 1. Cody Yule; 2. Josh Erickson; 3. Derek Marquette; 4. Jake Sorensen; 5. Dan Meyers.

MICRO MINI (4-8): 1. Cole Wickstrom; 2. Alec Biorn; 3. Justin Regenscheid; 4. Chris Pauzke; 5. Robert Cripps.

P/W: 1. Ryan Dungey; 2. Matt Ahlers; 3. Matt Zebro; 4. Chad Schmidt; 5. Alex Martin.

MINI JR (7-11): 1. Spencer Dally; 2. Jade Dungey; 3. Ryan Gates; 4. Jeremy Girard; 5. Andrew Spofford.

MINI JR (12-13): 1. Jason Johnson; 2. Kody Schantzen; 3. Kurt Honer; 4. James Easler; 5. Scott Ehlenfeldt.

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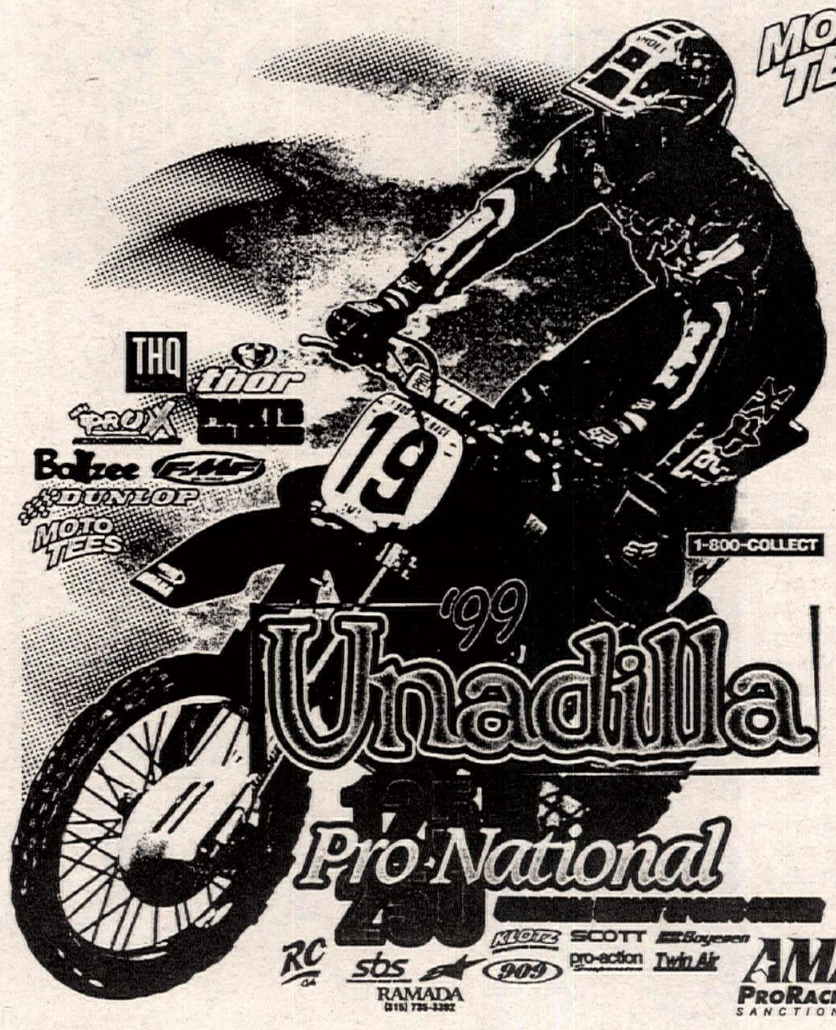

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MINI SR (14-15): 1. Brett Ohland; 2. Joseph Ettesvold; 3. James Owens; 4. Tony Ahlers; 5. Neil Dack.

OPEN MINI (10-15): 1. Teddy Maier; 2. Brett Ohland; 3. James Owens; 4. Kody Schantzen; 5. James Easler.

YTH: 1. Justin Brayton; 2. Jared Lewis; 3. Nathan Broughton; 4. Teddy Maier; 5. Matt Judnick.

16-24 A: 1. Mike Kann; 2. Billy Edmonson; 3. Mark Molitor; 4. Lee Theis; 5. Pat Ready.

16-24 B: 1. Nick Nenow; 2. Andy Wherely; 3. Mike Nemeth; 4. Matt Leebens; 5. Ben Siems.

16-24 C D-1: 1. Travis Woodward; 2. Nathan Lueck; 3. Mike Berning; 4. Jason Erickson; 5. Bennie Peterson.

16-24 C D-2: 1. Brandon Peters; 2. Travis Peterson; 3. Jacob Maas; 4. Justin Helges; 5. Dusty Charest.

25+ A: 1. Bruce Gates; 2. Brandon Backes; 3. Jason Kempel; 4. Pat Donaho; 5. Craig Schwarz.

25+ B: 1. Dennis Kuiken; 2. David Lawry; 3. Rob Irving; 4. Norman Miesen; 5. Kevin Schlegel.

25+ C D-1: 1. Jason Tieben; 2. Bruce Richgeis; 3. Terry Swanberg; 4. Guy Brown; 5. Martin Melby.

25+ C D-2: 1. Wes Wyman; 2. Jason Schulberg; 3. Tim Kurtz; 4. Kevin Becker; 5. Scott Schultz.

VET A: 1. Bruce Gates; 2. Robert Halstead; 3. Jim Scott; 4. Rusty Sorensen; 5. Dan Luloff.

VET B: 1. Norman Miesen; 2. Dennis Kuiker; 3. Eric Johnson; 4. Sean Valentine; 5. Kevin Schlegel.

VET C D-1: 1. Kurt Kurtzweg; 2. Tim Kurtz; 3. Dave Guzzo; 4. John Monroe; 5. Brian Oeltjen.

VET C D-2: 1. Bruce Richgels; 2. Mike Haga; 3. Kyle Longtin; 4. Mike Diehl; 5. Mark Robitaille.

40+ A: 1. Jay Holst; 2. Jim Nelson; 3. Mike Graif; 4. Jack Parenteau; 5. Roger Schellhammer.

40+ B: 1. Jon Hodapp; 2. Brian Byrne; 3. Gary Groth; 4. Mike Quinn; 5. Joseph Bentfield.

40+ C: 1. Mark Schantzen; 2. Mark Igoe; 3. Larry Ahlers; 4. Pat Day; 5. Ron Edmonson.

50+: 1. David Knospe; 2. Mike Christy; 3. Len Fazendin; 4. Jerry Schauer.

WMN: 1. Kristen Hampton; 2. Lori Miska; 3. Samantha Hogy; 4. Nicole Zahler; 5. Jennifer Brunette.

125 A: 1. Eric Kowalik; 2. Matt Omann; 3. Mike Kann; 4. Pat Ready; 5. Mark Molitor.

125 B D-1: 1. Nick Nenow; 2. Matt Judnick; 3. Bobby Widman; 4. Dustin Hampton; 5. Clayton Carlson.

125 B D-2: 1. Justin Brayton; 2. Jared Lewis; 3. Nathan Broughton; 4. Adam Dally; 5. Luke Rich.

125 C D-1: 1. Derek Osterberg; 2. Ryan Neslund; 3. Chris Lydon; 4. Dusty Charest; 5. Lucas Koenig.

125 C D-2: 1. Ross Larson; 2. Justin Helges; 3. Keith Honer; 4. Mike Berning; 5. Mark Olson.

125 C D-3: 1. Brandon Peters; 2. Richard Ciupik; 3. Tyler Kadlec; 4. Tyler Thompson; 5. Brad Knospe.

250 A: 1. Eric Kowalik; 2. Brandon Backes; 3. Billy Edmonson; 4. Mike Kann; 5. Mike Luoma.

250 B: 1. Nick Nenow; 2. Luke Rich; 3. David Lawry; 4. Mike Schultz; 5. Tyson Berger.

250 C: 1. Travis Woodward; 2. Jason Tieben; 3. Jed O'Connor; 4. Jason Witham; 5. Josh Overby.

(Above) Kevin Belox (145) and Bill Edmonson (225) battle for the lead at the start of the 16-24 A race at Spring Creek Motocross in Millville, Minnesota. (Right) Brad Oxley leads Shawn McConnell during the 25-Lap Classic at Costa Mesa Speedway in Costa Mesa, California. Oxley came from the last row to win the race.

Oxley reclaims 25-Lap Classic speedway crown

By Elaine Jones

COSTA MESA, CA, MAY 15

The Costa Mesa 25-Lap Classic is the longest Speedway race in the world, and Brad Oxley is the winningest rider of the event. Oxley won the event from 1995 to 1997. In 1998, Shawn McConnell took the title away in a very close finish. Oxley reclaimed the title at this year's running by the width of a tire over Andy Northrup in an accident-free, no-yellow-flag race.

The lineup for the 25-lap, 12-man race included Johnny Walker, on the 10-yard line; Jason Chism (who got the final spot when Sam Ermolenko bowed out due to bike problems) on the 30, along with Charlie Cooley; Randy DiFrancesco and Gary Ackroyd, who shared the 40; Northrup, who had the 50-yard line to himself; Scott Brant, who was alone on the 60; Bobby Schwartz, Gary Hicks, Charlie Venegas and Shawn McConnell, who all lined up on the 70; and the final rider in the field, Oxley, who started way back on the 80-yard line.

When the gate came up, it was Walker out in front, holding that spot for two laps before Cooley took control. Ackroyd was on the move and was running second. Northrup was letting no grass grow under his feet, as he put himself within striking distance of second place. By the end of six laps, things were happening to Hicks, who had brought in a special bike for the event. Hicks had checked everything except the throttle and he was now finding out that it wanted to come off.

Meanwhile, Oxley came from behind and was running in fourth, while last year's winner, McConnell, was running fifth. A leader change came on lap 10, when Ackroyd got under Cooley and took over. Northrup began to put the pressure on and the hard-cores were bunching up, waiting to make their moves. Ackroyd continued to hold on and looked very relaxed as the laps wound down, and as they hit the 20-lap mark, the sprint began.

Venegas and Schwartz were running fourth and fifth. McConnell dropped back to sixth. Oxley was third, and Northrup was hanging tough in second. On lap 23, fatigue hit Ackroyd and he slipped off the groove. The lead went to Northrup, and Oxley was smelling blood.

The white flag came out and the 25-lap race came down to one very quick lap. Northrup was still in the lead and Oxley was riding double with him. They came out of turn four as though they were tied together and it all came down to who would get the best drive out of the last corner. It was close, but the win went to Oxley by the slimmest of margins. For the second year in a row, mere inches separated first and second. Venegas held off Schwartz for third, with Ackroyd getting fifth. DiFrancesco, who logged one lap last year before he was out, finished sixth. CN

Results

25-LAP CLSC: 1. Brad Oxley (Wes); 2. Andy Northrup (Jaw); 3. Charlie Venegas (Jaw); 4. Bobby Schwartz (GM); 5. Gary Ackroyd (Jaw); 6. Randy DiFrancesco (Jaw); 7. Scott Brant (GM); 8. Shawn McConnell (GM); 9. Charlie Cooley (Jaw); 10. Jason Chism (Jaw); 11. Johnny Walker (Jaw); 12. Gary Hicks (GM).

SUP: 1. Randy Skinner (Jaw), 2. John DeFries (Jaw); 3. Michael Mattocks (Jaw); 4. Joe Winston (Jaw), 5. Kit Nay (Jaw); 6. Tom Winchell (Gdn); 7. Tom Buckingham (Wes); 8. Frank Pecce (Jaw); 9. Kevin Rubio (Jaw); 10. Mark Hitchcock (Jaw); 11. Phil Harmetiuk (Jaw); 12. Gerry Duttweiler (Jaw).

SUP B: 1. Brent Smith (Jaw), 2. Michael Boyle (Jaw); 3. Scott Mersereau (Jaw); 4. Peter Curtis (Jaw); 5. Kerry Conner (Wes).

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ROAD RACING

FIM 500cc World Championship Road Racing Series
(After 5 of 15 rounds):

1.	Alex Criville (Hon), Spain	(104/2 wins)
2.	Kenny Roberts Jr. (Suz), Modesto, CA	(64/2 wins)
3.	Carlos Checa (Yam), Spain	(58)
4.	Sete Gibernau (Hon), Spain	(56)
5.	Tadayuki Okada (Hon), Japan	(48)
6.	Max Biaggi (Yam), Italy	(47)
7.	John Kocinski (Hon), Modesto, CA	(38)
8.	Norick Abe (Yam), Japan	(37)
9.	Juan Borja (Hon), Spain	(36)
10.	Mick Doohan (Hon), Australia	(33)

FIM 250cc World Championship Road Racing Series
(After 5 of 15 rounds):

1.	Tohru Ukawa (Hon), Japan	(101/1 win)
2.	Shinya Nakano (Yam), Japan	(72)
3.	Valentino Rossi (Apr), Italy	(70/2 wins)
4.	Loris Capirossi (Hon), Italy	(57/1 win)
5.	Franco Battaini (Apr), Italy	(50)
6.	Ralf Waldmann (Apr), Germany	(43)
7.	Stefano Perugini (Hon), Italy	(39)
8.	Jeremy McWilliams (Apr), England	(38)
9.	Marcellino Lucchi (Apr), Italy	(29)
	Jason Vincent (Hon), England	(29)

ROBERTO LOCATELLI

FIM 125cc World Championship Road Racing Series
(After 5 of 15 rounds):

1.	Masao Azuma (Hon), Japan	(97/3 wins)
2.	Emilio Alzamora (Hon), Spain	(78)
3.	Roberto Locatelli (Apr), Italy	(61/2 wins)
4.	Arnaud Vincent (Apr), France	(50)
5.	Gianluigi Scalvini (Apr), Italy	(42)
6.	Simona Sanna (Hon), Italy	(40)
7.	Lucio Cecchinello (Hon), Italy	(37)
8.	Noboru Ueda (Hon), Japan	(35)
9.	Marco Melandri (Hon), Italy	(30)
	Kazuto Sakata (Hon), Japan	(30)

FIM World Superbike Championship Series
(After 5 of 13 rounds):

1.	Carl Fogarty (Duc), England	(217/4 wins)
2.	Colin Edwards II (Hon), Conroe, TX	(162/2 wins)
3.	Troy Corser (Duc), Australia	(157/2 wins)
4.	Akira Yanagawa (Kaw), Japan	(126)
5.	Aaron Slight (Hon), New Zealand	(115)
6.	Noriyuki Haga (Yam), Japan	(95/1 win)
7.	Pier-Francesco Chili (Suz), Italy	(85)
8.	Gregorio Lavilla (Yam), Spain	(58)
9.	Katsuaki Fujiwara (Suz), Japan	(55)
10.	Doriano Romboni (Duc), Italy	(44)

AMA MBNA Superbike Series
(After 7 of 13 rounds):

1.	Mat Mladin (Suz), Australia	(216/1 win)
2.	Ben Bostrom (Duc), Granada Hills, CA	(200)
3.	Anthony Gobert (Duc), Australia	(196/4 wins)
4.	Larry Pegram (Duc), Baltimore, OH	(168/1 win)
5.	Aaron Yates (Kaw), Milledgeville, GA	(158)
6.	Doug Chandler (Kaw), Salinas, CA	(150)
7.	Rich Oliver (Yam), Fresno, CA	(142)
8.	Miguel DuHamel (Hon), Canada	(141/1 win)
9.	Jason Pridmore (Suz), Ventura, CA	(137)
10.	Jamie Hacking (Yam), Boiling Springs, SC	(130)

AMA Pro Honda Oils 600cc Supersport Series
(After 6 of 13 rounds):

1.	Nicky Hayden (Hon), Owensboro, KY	(187/3 wins)
2.	Tommy Hayden (Yam), Owensboro, KY	(179/2 wins)
3.	Jamie Hacking (Yam), Boiling Springs, SC	(150)
4.	Rich Oliver (Yam), Fresno, CA	(144)
5.	Aaron Yates (Suz), Milledgeville, GA	(143)
6.	Steve Crevier (Suz), Canada	(140)
7.	Kurtis Roberts (Hon), Frederick, MD	(130)
8.	Josh Hayes (Suz), Gulfport, MS	(126)
9.	Miguel DuHamel (Hon), Canada	(115/1 win)
10.	Jason Pridmore (Suz), Ventura, CA	(107)

AMA Lockhart Phillips USA 750cc Supersport Series
(After 6 of 12 rounds):

1.	Tom Kipp (Suz), Chardon, OH	(214/5 wins)
2.	Jimmy Moore (Suz), Eugene, OR	(173)
3.	Tommy Hayden (Yam), Owensboro, KY	(158)
4.	Richard Alexander Jr. (Suz), Carmel, NY	(136)
5.	Mario DuHamel (Suz), Canada	(135)
6.	Jake Zemke (Suz), Paso Robles, CA	(134)
7.	Josh Hayes (Suz), Gulfport, MS	(126)
8.	Jamie Bowman (Suz), Tequesta, FL	(115)
9.	Grant Lopez (Suz), Chickasaw, AL	(114)
10.	James Randolph (Suz), Santa Rosa, CA	(113)

AMA Mazda Trucks 250cc Grand Prix Series
(After 6 of 13 rounds):

1.	Chuck Sorensen (Yam), San Jose, CA	(202/4 wins)
2.	Quenni King (Yam), Miami, FL	(158)
3.	Geep Terranova (Yam), San Jose, CA	(126/1 win)
4.	Greg Esser (Yam), Pompano Beach, FL	(118)
5.	Derek King (Hon), Charleston, SC	(117)
6.	Chris Ulrich (Yam), Lake Elsinore, CA	(113)
7.	Ed Sorbo (Yam), Redlands, CA	(111)
8.	John France (Yam), West Melbourne, FL	(105)
9.	Jeffrey Vos (Yam), Holland, MI	(100)
10.	Al Salaverria (Apr), San Francisco, CA	(93)

AMA Sunoco Race Fuels Formula Xtreme Series
(After 5 of 12 rounds):

1.	Kurtis Roberts (Hon), Frederick, MD	(151/2 wins)
2.	Grant Lopez (Suz), Mobile, AL	(126)
3.	Mark Miller (Yam), Long Beach, CA	(123)
	Nicky Hayden (Hon), Owensboro, KY	(123/2 wins)
5.	Josh Hayes (Suz), Gulfport, MS	(119)
6.	Steve Grigg (Kaw), Asheville, NC	(109)
7.	Rad Greaves (Suz), Ann Arbor, MI	(91)
8.	Takahito Mori (Yam), Japan	(90)
9.	Mike Sullivan (Kaw), Centralia, WA	(89)
10.	Paul Harrell (Yam), Canyon Country, CA	(88)

AMA Progressive Insurance Pro Thunder Series
(After 6 of 12 rounds):

1.	Shawn Conrad (Duc), Sheboygan Falls, WI	(179)
2.	Shawn Higbee (Bue), Waterford, WI	(158/2 wins)
3.	Billy Graef (Bue), Sheboygan, WI	(150)
4.	Cory Call (Duc), Sacramento, CA	(146/1 win)
5.	James Lickwar (Tri), San Francisco, CA	(141)
6.	Tom Hull (Duc), Mesa, AZ	(126)
7.	Bill St. John (Duc), Cullman, AL	(121)
8.	Thomas G. Montano (Duc), Berkley, CA	(114/1 win)
9.	Jeffrey Nash (Duc), Mansfield, TX	(96)
10.	Christopher Boy (Lav), Gulf Stream, FL	(94)

MOTOCROSS

AMA Mazda Trucks 250cc National Motocross Series
(After 3 of 12 rounds):

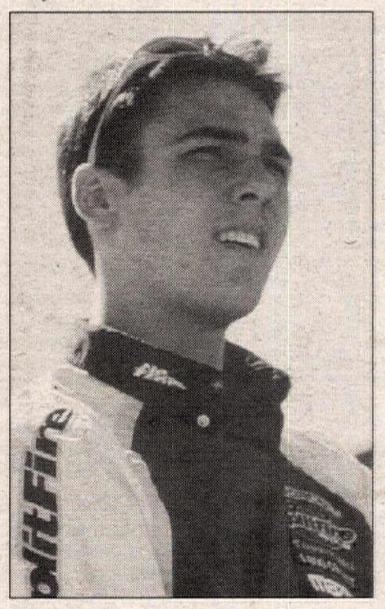
1.	Sebastien Tortelli (Hon), France	(122/1 win)
2.	Ezra Lusk (Hon), Bainbridge, GA	(111)
3.	Greg Albertyn (Suz), South Africa	(108/1 win)
4.	Jeff Emig (Kaw), Riverside, CA	(90)
5.	Kevin Windham (Hon), Ethel, LA	(87/1 win)
6.	Mike LaRocco (Hon), South Bend, IN	(84)
7.	Robbie Reynard (Suz), Norman, OK	(80)
8.	Tim Ferry (Yam), Largo, FL	(72)
9.	Doug Henry (Yam), Oxford, CT	(66)
10.	Jimmy Button (Yam), Lake Elsinore, CA	(65)

AMA Mazda Trucks 125cc National Motocross Series
(After 3 of 12 rounds):

1.	Ricky Carmichael (Kaw), Havana, FL	(147/3 wins)
2.	Tallon Vohland (Hon), Citrus Heights, CA	(126)
3.	Michael Brandes (Suz), Quail Valley, CA	(103)
4.	Nicholas Wey (Kaw), Dewitt, MI	(93)
5.	Casey Johnson (Yam), Lake Elsinore, CA	(92)
6.	Brock Sellards (Hon), New Philadelphia, OH	(87)
7.	Nathan Ramsey (Kaw), Corona, CA	(78)
8.	Scott Sheak (Kaw), Corona, CA	(75)
9.	Casey Lytle (Yam), Santa Clarita, CA	(72)
10.	Danny Smith (Hon), Eagle, ID	(56)

Toyota Trucks/Thor/Parts Unlimited AMA Supercross Series
(After 16 of 16 rounds):

1.	Jeremy McGrath (Yam), Menifee, CA	(356/8 wins)
2.	Ezra Lusk (Hon), Bainbridge, GA	(273/5 wins)
3.	Mike LaRocco (Hon), South Bend, IN	(267)
4.	Mickael Pichon (Hon), France	(244)
5.	Larry Ward (Suz), Florence, SC	(240/1 win)
6.	Damon Huffman (Kaw), Acton, CA	(203)
7.	Kevin Windham (Hon), Baton Rouge, LA	(166/2 wins)
8.	Tim Ferry (Yam), Largo, FL	(162)
	Greg Albertyn (Suz), South Africa	(162)
10.	Robbie Reynard (Suz), Norman, OK	(155)



NICK WEY

AMA Western Regional 125cc Supercross Series
(After 8 of 8 rounds):

1.	Nathan Ramsey (Kaw), Corona, CA	(170/5 wins)
2.	Casey Lytle (Yam), Saugus, CA	(164)
3.	Isaiah Johnson (Yam), Albuquerque, NM	(112)
4.	David Pingree (Suz), Menifee, CA	(104/1 win)
5.	Michael Brandes (Suz), Quail Valley, CA	(103)
6.	Ryan Clark (Kaw), Albuquerque, NM	(100)
7.	Casey Johnson (Yam), Murrieta, CA	(94/2 wins)
	Greg Schnell (Yam), Rancho Cucamonga, CA	(94)
9.	Travis Preston (Suz), Hesperia, CA	(80)
10.	Erick Vallejo (Kaw), Mexico	(78)

AMA Eastern Regional 125cc Supercross Series
(After 7 of 7 rounds):

1.	Ernesto Fonseca (Yam), Costa Rica	(172/6 wins)
2.	Nick Wey (Kaw), Dewitt, MI	(119)
3.	Robbie Horton (Hon), Blountville, TN	(103)
4.	Brock Sellards (Hon), New Philadelphia, OH	(98/1 win)
5.	Danny Smith (Hon), Eagle, ID	(88)
6.	Jim Neese (Yam), Greensboro, NC	(79)
7.	Jiri Dostal (Suz), Quail Valley, CA	(77)
8.	Joseph Oehlhof (KTM), Wapakoneta, OH	(73)
9.	Jason Thomas (Yam), Melrose, FL	(67)
10.	Kelly Smith (KTM), Ludington, MI	(66)

FIM 125cc World Championship Series
(After 6 of 13 rounds):

1.	Alessio Chiodi (Hus), Italy	(205/4 wins)
2.	Claudio Federici (Yam), Italy	(200/1 win)
3.	Mike Brown (Hon), Piney Flats, TN	(145)
4.	James Dobb (Suz), Great Britain	(101)
	Thomas Traversini (Hus), Italy	(101)
6.	Steve Ramon (Kaw), Belgium	(100)
7.	Patrick Caps (Hon), Belgium	(76)
8.	Jeff Dement (Hon), Spring, TX	(72)
9.	Johny Aubert (Hus), France	(64)
10.	Eric Camerlengo (Yam), Italy	(48)
	Luca Cherubini (Yam), Italy	(48)

FIM 250cc World Championship Series
(After 7 of 16 rounds):

1.	Marnicq Bervoets (Kaw), Germany	(201/2 wins)
2.	Pit Beirer (Kaw), Germany	(194)
3.	Frederic Bolley (Hon), France	(179/2 wins)
4.	Ryan Hughes (Hon), Temecula, CA	(158)
5.	David Vullemin (Yam), France	(144/1 win)
6.	Joshua Coppins (Suz), New Zealand	(122)
7.	Leon Geisbers (Suz), Holland	(113)
8.	Mickael Maschio (Yam), France	(111)
9.	Remy Van Rees (Kaw), Netherlands	(108/1 win)
10.	Paul Cooper (Hus), Great Britain	(65)

FIM 500cc World Championship Series
(After 5 of 13 rounds):

1.	Andrea Bartolini (Yam), Italy	(157/2 wins)
2.	Yves Demaria (Hus), France	(113/1 win)
3.	Darryll King (Hus), New Zealand	(99)
4.	Alessandro Puzar (Yam), Italy	(96)
5.	Joel Smets (Hbg), Belgium	(95/1 win)
6.	Trampas Parker (KTM), USA	(86)
7.	Peter Johansson (KTM), Sweden	(74)
8.	Francisco Garcia Vico (Yam), Spain	(68)
9.	Shayne King (KTM), New Zealand	(67)
10.	Miska Altonen (Yam), Finland	(63)

DIRT TRACK

AMA Grand National Championship Series
(After 4 of 22 rounds)

1.	Chris Carr (H-D), Fleetwood, PA	(67)
2.	Scott Parker (H-D), Swartz Creek, MI	(53/1 win)
3.	Kevin Atherton (H-D), White Pigeon, MI	(52/1 win)
4.	Will Davis (H-D), Goldsboro, NC	(49/1 win)
5.	Nicky Hayden (H-D), Owensboro, KY	(44)
6.	Rich King (H-D), Dysart, IA	(42)
7.	Jay Springsteen (H-D), Lapeer, MI	(40/1 win)
8.	Bryan Bigelow (H-D), Au Gres, MI	(35)
9.	Kevin Varnes (H-D), New Holland, PA	(30)
10.	Brett Landes (H-D), Los Gatos, CA	(26)

AMA Supertrapp SuperTracker Series
(After 2 of 10 rounds):

1.	J.R. Schnabel (Suz), West Bend, WI	(39/1 win)
2.	Steve Morehead (Suz), Findlay, OH	(38)
3.	Joe Kopp (Suz), Mica, WA	(34/1 win)
4.	Brett Landes (H-D), Los Gatos, CA	(29)
5.	Robert Miller (H-D), New Holland, PA	(28)
6.	Rich King (Hon), Dysart, IA	(26)
7.	Brian Kromroy (H-D), Madison, WI	(25)
8.	Mike Hacker (H-D), Prince George, VA	(24)
9.	Joey Brock (H-D), Indianapolis, IN	(17)
10.	Scott Deubler (Yam), Oklahoma City, OK	(11)

KEVIN ATHERTON

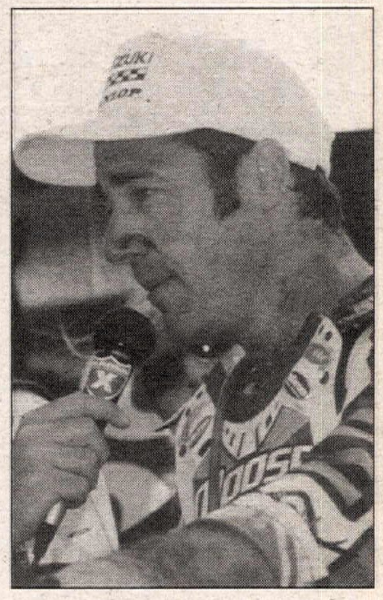
AMA Harley-Davidson Sportster Performance Series
(After 3 of 16 rounds):

1.	Gary Rogers, San Jose, CA	(58/2 wins)
2.	Shaun Russell, San Jose, CA	(53)
3.	Robert Miller, New Holland, PA	(44)
	Willie McCoy, Richardson, TX	(44)
5.	Billy Martin, Stockton, CA	(24)
6.	Brian Kromroy, Madison, WI	(23)
	James Hart, Sandoval, IL	(23)
	Jess Roeder, Monroeville, OH	(23/1 win)
9.	Nate Wait, Lodi, CA	(21)
	Joe Eades, Petersburg, VA	(21)

OFF ROAD

AMA National Championship Hare Scrambles Series
(After 4 of 9 rounds):

1.	Doug Blackwell (Yam), Parkersburg, WV	(80/1 win)
2.	Brian Garrahan (KTM), Boulder Creek, CA	(78/1 win)
3.	Shane Watts (KTM), Australia	(55/1 win)
4.	Erik Kohler (Yam), Sacramento, CA	(47)
5.	Michael Lafferty (KTM), Millville, NJ	(44/1 win)
6.	Craig Wesner (Kaw), Windsor, CA	(43)
7.	Jim Jarrett (Kaw), Minerva, OH	(34)
8.	Kelby Pepper (Yam), Center, CO	(33)
9.	Roderick Kreiss (Kaw), Concord, CA	(32)
10.	Robbie Zimmerman (Yam), Alta, CA	(28)



RODNEY SMITH

AMA Acerbis National Enduro Series
(After 8 of 15 rounds):

1.	Ty Davis (Yam), Hesperia, CA	(223/4 wins)
2.	Michael Lafferty (KTM), Millville, NJ	(150)
3.	Randy Hawkins (Yam), Travelers Rest, SC	(145)
4.	Destry Abbott (Kaw), Peoria, AZ	(132)
5.	Brian Garrahan (KTM), Boulder Creek, CA	(114)
6.	Doug Blackwell (Yam), Parkersburg, WV	(91/1 win)
7.	Matt Stavish (Hon), Blaine, MN	(76)
8.	Shane Watts (KTM), Australia	(68/2 wins)
9.	Clary Boreing (G-G), Magnolia, AR	(66)
	Russell Pearson (KTM), Las Vegas, NV	(66)

AMA Grand National Cross Country Series
(After 3 of 13 rounds):

1.	Shane Watts (KTM), Australia	(59/2 wins)
2.	Michael Lafferty (KTM), Millville, NJ	(48)
3.	Steve Hatch (Suz), Phoenix, AZ	(47)
4.	Paul Edmondson (Suz), England	(37)
	Scott Summers (Hon), Petersburg, KY	(37)
	Rodney Smith (Suz), Oakley, CA	(37)
7.	Fred Andrews (Kaw), Salem, OH	(33)
8.	Joel Dengler (Suz), NJ	(32)
9.	Jim Jarrett (Kaw), Minerva, OH	(30)
10.	Randy Hawkins (Yam), Travelers Rest, SC	(27)

AMA National Championship Hare & Hound Series
(After 3 of 7 rounds):

1.	Brian Brown (Kaw), Nampa, ID	(80/1 wins)
2.	Destry Abbott (Kaw), Peoria, AZ	(55/1 win)
3.	Ty Davis (Yam), Hesperia, CA	(51/1 win)
4.	Dan Richardson (Kaw), Fountain Valley, CA	(45)
5.	Russ Pearson (KTM), Las Vegas, NV	(43)
6.	Shane Esposito (Kaw), Reno, NV	(42)
7.	Oakley Lehman (Kaw), Sunland, CA	(34)
8.	Jeff Capt (Kaw), Lakewood, CA	(29)
9.	Abe Baumann (Kaw), Garden Grove, CA	(22)
10.	Steve Hengeveld (Kaw), Oak Hills, CA	(21)

AMA National Championship Observed Trials Series
(After 2 of 11 rounds):

1.	Raymond Peters (G-G), Beaver Dams, NY	(60/2 wins)
2.	Geoff Aaron (Bet), Alpine, CA	(50)
3.	Ryon Bell (Mon), Canada	(42)
4.	Dan Johnson (Bul), Canada	(36)
5.	Dennis Sweeten (Mon), Oregon City, OR	(31)
6.	Travis Fox (G-G), Montoursville, PA	(28)
7.	Chris Bardell (G-G), Millertown, PA	(28)

Results

Motocross 1998 MRA Championship Motocross Series Champions

125/250 EX
Jason Foldesi
Ilan Hammond
Michael Turi
Troy Assemany
Brad Dixon
85 EX
Alan Strang
Andrew Janney
Justin Larsen
David Reed
Matthew Nuber
50 EX
Cameron Martinez
Logan Gillen
Joseph Massey
Kyle Straube
Ryan Lucas
125 INT
Matt Ray
Shane Horne
Richard Black
Joey Lewis
Michael Turi
250 INT
Joey Lewis
Mike Leiter
Jeff Carlson
Jeff Sanford
Dan VanThomme
85 NOV
Joshua Bracken
Jonathan Manning
Derek Dowse
Tim Manning
Steven Carnahan
125 NOV
Joe Johnson
John Culp
John Siebenaller
Brian Amer
Mike Suman
250 NOV
Steve Gaggi
Neil Webken
Shane Bauman
Jerry Crawford
Kent Smith
50 (4-6)
Robert Goupill
Michad Beneteau
Joshua Lascola
Danny Lewis
Kyle Straube
50 (7-8)
Cameron Martinez
Nicholas McCarthy
Tyler Keifer
Taylor Urbanowski
Joshua Rutherford
50 (4-6) S
Garrett Daugherty
Dillon Knezivich
Joseph Massey
James Schmaus
Joey Dubowsky
50 (7-11) S
Logan Gillen
Cameron Martinez
Bobby Vesprimi
Joshua Rutherford
Jarryd Gotts
P/W 80
Alex Speiker
Christopher Lilly
Cody Pressler
Michael Ryan
Riley Miller
60
Ashton Ing
Jarrod Ing
Greg Durivage
Steven Carnahan
Kevin Olmstead
125 JR
Kevin Jarvis
Andy Conklin
Nathan Meyer
Andrew Janney
P.J. Ingles
16-24 OPEN
Jason Foldesi
Matt Ray
Neil Carlson
Ian Hammond
Shane Horne
VET 25+
Matt Vermilyea
Mike Leiter
Troy Assmenay
Shane Bauman
Dan VanThomme
VET 30+
Barry Mayo
DuWayne Dowse
Steven Curtis
Kevin Workman
Scott Janney
VET 35+
Barry Mayo
Jeff Larsen
Anthony Gotts
Jeff Weber
Pat Hollowell
VET 40+
Barry Mayo
Robert Strang
Charles Rogers
Jeff Weber
Jeffrey Clark
VET 45+
Eric Carlson
Harold Turner
Michael Stokes
Rick Baldwin
Lynn Conway
VINT
Steve Gaggi
Tad Hall
Jeff Carlson
Scott Mousseau
Mark Mackay
85 BEG
Nick Stasa
Justin Gillen
Chris Browne
Jared Evans
Brian Adams
125 BEG
Justin Schmehl
Jared Sherman
Thomas Cafego
Josh Evans
James Hicks
250 BEG
Rich Collins
Simon Stuckey
Andy Donahue
Jerry Fulton
Ted Strayer

Motocross Village Creek Motocross Park Fort Worth, TX May 22

50 STK SHAFT
Justin Parker Yam
Blake Howle Yam
Ethan Cramer Yam
J.C. Hopkins Yam
Corbin Goode Yam
50 (4-6)
Tyler Cummings Cob
Jonathan Tawney KTM
Christopher Buescher KTM
Jacob Blumfield KTM
Sean Miller Cob
50 (7-8)
Derek Barath Cob
Collin Gee KTM
Blake Whorton KTM
Hunter Douglas Cob
Blaine Coode KTM
50 OPEN
Derek Barath Cob
Croy Perdue KTM
Preston Prim Cob
Collin Gee KTM
Blake Whorton KTM
60 (7-9)
Richard White KTM
Wade Newby KTM
Cory Pardue KTM
Dan Castlow Kaw
Hunter Hewitt Kaw
60 (10-11)
Dustin Shows KTM
Jesse Murphy KTM
Keith Cooper Kaw
Cody Ford Kaw
Brandon Pimpkin Kaw
60 OPEN
Malachi Walker Kaw
Hunter Hewitt Kaw
Brandon Pipkin Kaw
Tyler Whorton KTM
Ben McCawley Kaw
80 BEG
Justin Little Yam
Russell Altman Yam
Charles Borchardt Yam
Chopin Lopez Hon
Michael Kasburg Yam
80 (7-11)
Elliot Carner Hon
Lucas Windham Yam
L.C. Horn Kaw
Keith Cooper Kaw
80 (12-16)
Britt Davis Kaw
Joseph Aguilar Hon
Scott Wright Kaw
Charles Castloo Kaw
Cody Chatagnier Kaw
80 OPEN
Britt Davis Kaw
Scott Wright Kaw
Joseph Aguilar Hon
Cody Chatagnien Kaw
C.T. Dickey Kaw
125 BEG
Brad Corder Kaw
Tyson Smith Yam
Patrick Enstrom Hon
Trent Swank Yam
Clayton Cox Hon
125 NOV
Dusty Fountain Suz
Chad Davis Kaw
Justin Gresham Suz
Jason Bell Yam
Dusty Urbanowsky Yam
125 OPEN
Dusty Fountain Suz
Gabriel Breadsley Kaw
Chad Davis Kaw
Milt Highfill Yam
Trent Swank Yam
250 BEG
Mark Peterson Hon
Justyn Wilder Suz
Keith Dill Yam
Scott Posavitz Kaw
Mark Loomer Yam
250 NOV
Randy Hayes Kaw
Brian Goates Kaw
Bubba Wade Yam
Jason Tyler Hon
Michael Smith Yam
25+
Denny Garley Yam
Brad Wilson Hon
James Moore Hon
Darren Fretz Suz
Richy Hayes Kaw
30+ NOV
James Moore Hon
Kevin Gee Yam
Marshall Turman Kaw
Rich Lizarraga Yam
Bobby Taylor Yam
30+ INT
Bruce Staples Yam
COMB INT
Brandon Sorrell Kaw
Billy Coxey Yam
COMB PRO
Brad Woolsey Kaw
Adam Montoya Yam
Charley Boggard Suz

Motocross Glen Helen Raceway San Bernardino, CA May 8

P/W
Michael Hall Cob
Donnie Kearney KTM
Kyle Smith Kaw
Jake Lacey KTM
James Bishop Lem
P/W (4-6)
Nic Paluzzi Cob
Blake Baggett Cob
Forrest Lane Pol
Jake Lacey KTM
James Bishop Lem
60 (0-8)
Cole Seely KTM
Donnie Kearney KTM
Casey Huntley Kaw
Tony Meyers Kaw
Kyle Smith Kaw
60 (9-11)
Mike Alessi Kaw
Michael LaPaglia KTM
Drew Gosselaar Kaw
Jamie Lanza KTM
Andy Straight Kaw
80 BEG
Mike Wetzel Yam
Cory Krasell Hon
Mitch Maxwell Hon
Michael Schreiber Hon
Tyson Davis Kaw
80 NOV
Michael LaPaglia Suz
C.J. Mahon Yam
Andrew Petrie Kaw
Richie Casiano Yam
Michael Parker Hon
80 INT
Scott Simon Yam
Tyson Burmeister Yam
Cale Wallace Yam
Jake Weiner Yam
Eric McCrummen Yam
80 EX
Michael Blose Yam
Donnie Gritton Yam
Daryl Ecklund Yam
Ben Ramsaran Yam
125 BEG
Tyler Renshaw Kaw
Paul DeCoite III Yam
Cody Hertel Hon
Chris Walent Yam
Tim Dunaway Suz
125 INT
Mike Sleeter Yam
Ross Garcia Yam
Turbo Reif Hon
Tim Weigand Yam
Jeremy Israel Hon
125 PRO
Dustin Miller Yam
Bobby Fitch Yam
250 BEG
Judd Scanlan Yam
Anthony Rosas Hon
Adam Booth Kaw
Dino Catuogno Hon
Justin Rosetti Yam
250 NOV
Luciano Quintanilla Yam
Scott Felt
Jon Schultz Yam
Chaz Smith Yam
Chris Roberts
250 INT
R.J. Thompson Kaw
Kevin Johnson Yam
Jeremy Israel Hon
Nick Beaver Suz
Mike Sleeter Yam
250 PRO
Willy Musgrave KTM
Matt Karlsen Yam
Konstantin Derguon Kaw
Chris Schmulbach Yam
JR VET NOV
Jason Heggstedt Yam
Morgan Secor Hon
Chuck St. Romain Kaw
Tod Williamson Kaw
Greg Wolfe Kaw
JR VET INT
Chris Alvarado Yam
Dustin Heikkinen Yam
Jeff Harriott Yam
Tony Bienert Yam
Robbie James Yam
JR VET EX
Kevin Geyer
Bryan Nelson Yam
Troy Assemanx Hon
John Whitaker Yam
John Degrove KTM
VET BEG
Robert Smith Hon
Andrew Smith Suz
John Estrada Yam
T.J. King Yam
Jeffrey Swickard Kaw
VET NOV
David Pile Hon
C.T. Falk Yam
Robert Werschey Yam
Ed Niemela
Dave Lippert Yam
VET INT
Tony Bienert Yam
David Fonto Yam
Jim Diyorio Yam
John Jansren Yam
Cass Morgan Kaw
VET EX
Willy Musgrave KTM
Tod Sciacqua Yam
Ron Turner Yam
Konstantin Derguon Kaw
John Degrave KTM
SR NOV
Dave Simon Yam
Michael Johnson Hon
Chris Corum Kaw
Kipp Fletcher Kaw
John Caper Hon
SR INT
Dave Fonto Yam
Michael Goodrich Hon
Greg Pagann Kaw
Jason Yodogawa Yam
Mark Mortensen Yam
SR EX
Ron Turner Yam
Perry Klassen Yam
Bob Maxwell Yam
Willie Kennedy Hon
Jim Diyorio Yam
4-STRK BEG
Brad Daugherty Yam
Andrew Smith Yam
Lee Radder Yam
Jeff Rogers Yam
4-STRK NOV
Dave Lippert Yam
Judd Scanlon Yam
Shane Hawley Yam
Robert Werschey Yam
Robert Olando Yam
4-STRK INT
D.J. Umphres Yam
Nathan Michael Jones Yam
Tony Bienert Yam
Eddie Ray Yam
Rilo Aguilar Yam
4-STRK PRO
Scott Myers Yam
Nathan Woods Yam
Dustin Nelson Yam
Bryon Nelson Yam
Josh Chisum Yam

Send results of races ASAP after the event to: Results, Cycle News, P.O. Box 5084, Costa Mesa, CA 92628-5084. Results should be typewritten, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

FIM World Championship Road Racing Series
6/20 Catalunya, Spain, Rnd 6
6/26 Assen, Holland, Rnd 7
7/4 Donington, England, Rnd 8
7/18 Sachsenring, Germany, Rnd 9
TBA TBA, Rnd 10
8/22 Brno, Czech Republic, Rnd 11
9/5 San Marino, Rnd 12
9/19 Valencia, Spain, Rnd 13
10/3 Phillip Island, Australia, Rnd 14
10/10 Welkom, South Africa, Rnd 15
10/24 Rio de Janeiro, Brazil, Rnd 16
10/31 Buenos Aires, Argentina, Rnd 17
Info: 011/41-22-950-9500

FIM World Superbike Series
6/13 Nurburgring, Germany, Rnd 6
6/27 San Marino, Rnd 7
7/11 Monterey, CA, Rnd 8
8/1 Brands Hatch, England, Rnd 9
8/29 A-1 Ring, Austria, Rnd 10
9/5 Assen, Holland, Rnd 11
9/26 TBA, Rnd 12
10/10 Sugo, Japan, Rnd 13
Info: 011/41-22-950-9500

FIM 500cc World Championship Motocross Series
6/13 Teutschenthal, Germany, Rnd 6
7/11 Hawkstone Park, England, Rnd 7
7/18 Lucenec, Slovakia, Rnd 8
8/1 Namur, Belgium, Rnd 9
8/8 Folkendange, Luxembourg, Rnd 10
8/22 Uddevalla, Sweden, Rnd 11
8/29 Kouvola, Finland, Rnd 12
9/5 Lierop, Holland, Rnd 13

FIM 250cc World Championship Motocross Series
6/13 Maggiora, Italy, Rnd 8
6/20 St. Jean d'Angely, Europe, Rnd 9
6/27 Kester, Belgium, Rnd 10
8/1 Gdynia, Poland, Rnd 11
8/8 Folkendange, Luxembourg, Rnd 12
8/22 Nismes, Belgium, Rnd 13
8/29 Gaildorf, Germany, Rnd 14
9/12 Budds Creek, MD, Rnd 15

FIM 125cc World Championship Motocross Series
6/13 Agueda, Portugal, Rnd 7
6/20 Borgo Maggiore, San Marino, Rnd 8
7/11 Launsdorf, Austria, Rnd 9
7/18 Orahova Vas, Slovakia, Rnd 10
8/8 Roggenburg, Switzerland, Rnd 11
8/22 Haenchen, Germany, Rnd 12
8/29 Jastrebarsko, Croatia, Rnd 13

FIM Motocross des Nations
9/26 Indaiatuba, Brazil

FIM World Individual Speedway C'ship Grand Prix Series
7/3 Wroclaw, Poland, Rnd 3
7/31 Coventry, England, Rnd 4
8/28 Bydgoszcz, Poland, Rnd 5
9/25 Vojens, Denmark, Rnd 6
7/18 Poole, Great Britain (Intercontinental Final)
7/25 Wroclaw, Poland (Continental Final)
10/10 Lonigo, Italy (Grand Prix Challenge)

FIM Trial World Championship Series
6/12-13 St. Gilles/Reunion, France
6/26-27 Exeter, RI
7/3-4 Watkins Glen, NY
9/4-5 Biasca, Switzerland
9/11-12 Lavarone, Italy
9/26 Ettelbruck-Warken, Luxembourg

FIM World Sidecar C'ship
6/13 Jaanikese, Estonia
6/20 Varsseveld, Netherlands
7/4 Lacapelle Marival, France
7/11 Strassbessenbach, Germany
7/25 Rijkevorsel, Belgium
8/1 Chernivtsi, Ukraine
8/8 Kegums, Latvia
9/5 Canada Heights, Great Britain
9/12 Tagerig, Switzerland

AMA MBNA Superbike Series
6/11-13 Elkhart Lake, WI, Rnd 8
6/18-20 Loudon, NH, Rnd 9
7/16-18 Lexington, OH, Rnd 10
7/30-8/1 Brainerd, MN, Rnd 11
9/17-19 Fountain, CO, Rnd 12
10/1-3 Las Vegas, NV, Rnd 13
Info: 614/856-1900

AMA Drag Specialties Grand National Dirt Track Series
6/11 Plymouth, WI, Rnd 5
6/19 Mineralwells, WV, Rnd 6
6/26 Lima, OH, Rnd 7
7/3 Indianapolis, IN, Rnd 8
7/10 Joliet, IL, Rnd 9
7/17 Oklahoma City, OK, Rnd 10
7/24 Du Quoin, IL, Rnd 11
7/31 Rossburg, OH, Rnd 12
8/7 Lake Odessa, MI, Rnd 13
8/11 Rapid City, SD, Rnd 14
8/15 Peoria, IL, Rnd 15
8/21 Hagerstown, MD, Rnd 16
8/28 Sedalia, MO, Rnd 17
9/5 Springfield, IL, Rnd 18
9/11 Dallas, TX, Rnd 19
9/18 Sacramento, CA, Rnd 20
10/2 Las Vegas, NV, Rnd 21
10/10 Del Mar, CA, Rnd 22
Info: 614/856-1900

AMA Mazda Trucks National Motocross Series
6/13 Southwick, MA, Rnd 4
6/20 Budds Creek, MD, Rnd 5
7/4 Buchanan, MI, Rnd 6
7/18 New Berlin, NY, Rnd 7
7/25 Troy, OH, Rnd 8
8/1 Washougal, WA, Rnd 9
8/15 Millville, MN, Rnd 10
8/29 Binghamton, NY, Rnd 11
9/5 Delmont, PA, Rnd 12
Info: 614/856-1900

AMA Acerbis National Enduro Series
6/19 Hurricane Mills, TN, Rnd 9*
6/20 Hurricane Mills, TN, Rnd 10*
7/25 Akeley, MN, Rnd 11
8/22 Indian River, MI, Rnd 12
9/26 New Waverly, TX, Rnd 13
10/31 Delaware City, DE, Rnd 14
*Indicates ISDE Qualifier
Info: 614/856-1900

AMA National Hare & Hound Series
10/9 Wendover, NV, Rnd 6
10/24 Lucerne Valley, CA, Rnd 7
Info: 614/856-1900

AMA National Hare Scrambles Series
6/27 Ottawa, IL, Rnd 5
7/4 Chelsea, VT, Rnd 6
7/18 Kahoka, MO, Rnd 7
8/29 Millfield, OH, Rnd 8
10/3 Lynnville, IN, Rnd 9
Info: 614/856-1900

AMA Grand National Cross Country Series
7/10-11 Fairmont, WV, Rnd 9
8/28-29 Millfield, OH, Rnd 10
9/25-26 Mount Morris, PA, Rnd 11
10/9-10 Lisbon, OH, Rnd 12
10/23-24 Crawfordsville, IN, Rnd 13
Info: 304/284-0084

AMA/NATC National Observed Trials Championship
6/19 Lock Haven, PA
6/20 Williamsonburg, PA
8/21-22 Ute Cup/Sargent, CO
8/28-29 Casper, WY

AMA/District 36 Vintage/ Veteran Dirt Track Series
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
7/31 Stockton, CA, Rnd 37
8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/466-6781 or 209/883-0639

AMA/District 36 Amateur/ Youth Dirt Track Series
6/12 Lodi, CA, Rnds 25, 26
6/19 Lodi, CA, Rnds 27, 28
6/26 Lodi, CA, Rnds 29, 30
7/10 Lodi, CA, Rnds 31, 32
7/17 Lodi, CA, Rnds 33, 34
7/24 Lodi, CA, Rnds 35, 36
7/31 Stockton, CA, Rnd 37
8/14 Lodi, CA, Rnds 38, 39
8/21 Lodi, CA, Rnds 40, 41
9/11 Lodi, CA, Rnds 42, 43
9/18 Lodi, CA, Rnds 44, 45
10/9 Lodi, CA, Rnds 46, 47
10/16 Lodi, CA, Rnds 48, 49
10/23 Lodi, CA, Rnds 50, 51
Info: 209/883-0639 or 209/466-6781 or 530/476-3001

AMA/District 37 Grand Prix Big 6 Series
10/2-3 Glen Helen, CA
11/6-7 Gorman, CA
Info: 562/423-1889 or 818/352-7085

AMA/District 37 Dual Sport Ride Series
6/13 Mojave, CA
7/17-18 Bass Lake, CA
7/24-25 Sequoia National Forest, CA
7/31-8/1 Mammoth Lakes, CA*
8/7-8 Big Bear Lake, CA
9/25-26 Ridgecrest, CA
9/11-12 Bass Lake, CA
9/25-26 Ridgecrest, CA
10/3 San Bernardino, CA
10/9-11 Las Vegas, NV
10/16-17 Mesquite, NV*
10/30-31 El Centro, CA
11/6-7 Ridgecrest, CA
11/14 San Bernardino, CA
11/26-27 L.A.-Barstow to Vegas
12/26 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

AMA Prostar National Drag Racing Series
7/9-11 Chicago, IL, Rnd 5
8/13-15 Indianapolis, IN, Rnd 6
9/10-12 Atco, NJ, Rnd 7
11/12-14 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar Regional Drag Racing Series
10/16-17 Houston, TX
Info: 256/852-1101

AMA Prostar West Drag Racing Series
6/26 Phoenix, AZ, Rnd 3
8/21 Salt Lake City, UT, Rnd 4
10/9-10 Phoenix, AZ, Rnd 5
Info: 256/852-1101

AMA Texas Championship Hare Scrambles Series
6/20 Fort Hood, TX, Rnd 8
7/18 Walnut Creek, TX, Rnd 9
8/29 Altair, TX, Rnd 10
9/19 Fort Hood, TX, Rnd 11
10/3 Altair, TX, Rnd 12
10/17 Rockne, TX, Rnd 13
11/7 Fort Hood, TX, Rnd 14
Info: 409/732-9171 or http://www.flash.net/~tchss.

AMA Georgia Championship MX Series
9/19 Roberta, GA, Rnd 7
9/26 Macon, GA, Rnd 8
10/3 Reynolds, GA, Rnd 9
10/10 Roberta, GA, Rnd 10
10/24 Bremen, GA, Rnd 11
11/7 Dalton, GA, Rnd 12
Info: 912/788-0413 or 706/278-1620

AMA/District 7 Hare Scrambles Championship Series
6/27 Rawlings, MD
7/25 Budds Creek, MD
8/22 Budds Creek, MD
10/10 Budds Creek, MD
Info: 410/792-7200

AMA Four Corners MX Series
6/13 Mancos, CO
6/27 Aztec, NM
7/11 Mancos, CO
7/25 Aztec, NM
8/8 Mancos, CO
8/29 Aztec, NM
9/5 Mancos, CO
9/26 Aztec, NM
10/10 Aztec, NM
Info: 800/720-MOTO or 970/533-9747

AMA Western Four-Stroke National MX Series
7/10-11 Boise, ID
7/31 Washougal, WA
9/4-5 Albany, OR
9/18-19 Oklahoma City, OK
9/25-26 Lakewood, CO
10/23-24 Phoenix, AZ
Info: 503/708-8486 or 503/699-5935 or http://www.4strokenationals.com

AMA/District 25 Rocky Mountain MX Spring Serie
Summer Series
6/13 Craig, CO
6/27 Watkins, CO*
7/18 Erie, CO
8/8 Erie, CO
8/22 Watkins, CO
9/5 Craig, CO
9/12 Brush, CO
9/19 Milliken, CO*
10/2-3 Craig, CO*
* District 25 state championship series
Info: 303/271-0190 or http://www.rmxa.com

AMA/District 34 Family Motocross Series
6/13 Walden, NY
6/20 Monticello, NY
6/27 Modena, NY
7/4 Modena, NY
7/11 Monticello, NY
7/25 Walden, NY
8/1 Monticello, NY
8/8 Claverack, NY
8/15 Modena, NY
8/22 Walden, NY
9/5 Modena, NY
9/12 Claverack, NY
9/19 Walden, NY

9/26 Modena, NY
10/3 Modena, NY
10/10 Modena, NY
10/17 Walden, NY
10/24 Modena, NY
10/31 Walden, NY
11/7 Modena, NY
11/14 Modena, NY
Info: 518/828-6149

AMA Southern California MX Championship Series
6/20 Hungry Valley, CA, Rnd 3
7/11 Hungry Valley, CA, Rnd 4
7/18 Palmdale, CA, Rnd 5
8/1 Glen Helen, CA, Rnd 6
8/8 San Jacinto, CA, Rnd 7
8/15 Glen Helen, CA, Rnd 8
8/22 Palmdale, CA, Rnd 9
9/5 Piru, CA, Rnd 10
Info: 805/589-9265

AMA Tecnosel Carolina Ultra MX Series
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

AMA Pro-Am Mega MX Series
7/3-4 London, KY, Rnd 9
7/11 Wytheville, VA, Rnd 10
7/17-18 Blountville, TN, Rnd 11
9/5 London, KY, Rnd 12
9/12 Blountville, TN, Rnd 13
9/25-26 Pigeon Forge, TN, Rnd 14
10/3 London, KY, Rnd 15
10/15-17 Blountville, TN, Rnd 16
Info: 423/323-5497

AMA/Suzuki Dual Sport Trail Ride Series
6/12-13 Loudon, NH
6/19-20 Hurricane Mills, TN
7/17-18 Davis, WV
7/25-30 Newberry, MI
7/31-8/1 Berkshire, NY
7/31-8/1 Mammoth Lakes, CA
9/11-12 Golden Pond, KY
9/18-19 Elizabeth, WV
9/25-26 Columbus, IN
10/2-3 Woodstock, VA
10/9-10 Angels Camp, CA
10/16-17 McArthur, OH
10/16-17 St. George, UT
10/23-24 Saucier, MS
10/30-31 Terlingua, TX
11/26-27 Los Angeles, CA
Info: 614/856-1900

AMA Ballzee Grand Championship MX Series
6/27 Axton, VA
7/18 Danville, VA
7/25 Reidsville, NC
8/1 Axton, VA
8/8 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern MX Fall Series
9/5 Dillwyn, VA
9/18 Danville, VA
9/26 East Bend, NC
10/3 Reidsville, NC
10/10 Elizabeth City, NC
10/17 Sanford, NC
10/24 Danville, VA
10/31 Axton, VA
11/7 Dillwyn, VA
Info: 804/724-4392

AMA Pacific Northwest Championship Series
7/4 Washougal, WA
7/25 Trulson, WA
8/8 Mount View, WA
8/15 Ward Creek, WA
8/22 Washougal, WA
Info: 541/673-1671 or washougalmx.com

AMA Southern Dirt Track Series
6/26 Danielsville, GA
7/17-18 Coleridge, NC
8/28 Macon, GA
9/17-18 TBA
10/16 Danielsville, GA
11/13-14 TBA
Info: 770/962-7888 or 770/339-3997

Sound of Thunder Four-Stroke MX Series
Southwestern
7/3-4 Hollister, CA
Pacific Northwest
7/10-11 Yakima, WA
7/18 Sandy, OR
8/7-8 Albany, OR
Central States
8/12 Ponca City, OK
Final Event
9/11-12 Donner Ranch, Lake Tahoe, CA
Info: 530/221-0912

SERA Hare Scrambles Series
6/27 Lawrenceburg, TN
7/25 Maplesville, AL
9/25 Hattiesburg, MS
10/10 Fort Polk, LA
11/21 Meridian, MS
1/2 Saucier, MS
1/16 Maplesville, AL
2/6 Meridian, MS
Info: 601/763-7427

SERA Enduro Series
6/13 Laurel, MS
6/20 Fort Polk, LA
8/8 Breezy Hill, LA
8/29 Little Rock, AR
9/12 Rockford, AL
9/26 Hattiesburg, MS
11/7 Maplesville, AL
Info: 205/980-5191

AHRMA/Progressive Suspension Historic Cup Road Race Series
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI
9/18 Park City, UT
10/2-3 Talladega, AL
10/23-24 Kershaw, SC
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Motocross Series
6/19 Grattan, MI
7/11 Lexington, OH
7/31 Colorado Springs, CO
8/14 Southwick, MA
8/22 Chehalis, WA
8/28 Thornville, OH
9/19 Park City, UT
9/25 Peoria, IL
10/17 Hollister, CA
11/7 Tulare, CA
Info: 715/842-9699

AHRMA/Classic Bike Magazine Dirt Track Series
6/11 Cumberland, MD
7/4 Athens, OH
7/9 Ashland, OH
7/24 Weedsport, NY
9/4 Castle Rock, WA
9/10 Lavonia, GA
9/11 Savannah, GA
9/17 Heber, UT
9/24 Peoria, IL
9/26 Peoria, IL
10/9 Del Mar, CA
Info: 715/842-9699

AHRMA/Speed & Sport Vintage Trials Series
6/20 Grattan, MI
7/10 Lexington, OH
8/1 Colorado Springs, CO
8/21 Chehalis, WA
9/16 Park City, UT
9/26 Peoria, IL
10/2 Dickson, TN
10/9 White City, IL
10/16 Hollister, CA
10/30 Monroe, GA
Info: 715/842-9699

AHRMA National GP Series
8/29 Thornville, OH
10/3 San Bernardino, CA
10/10 White City, IL
10/24 Casey, IL
12/19 Brentwood, CA
Info: 715/842-9699

AHRMA Dixie Cup Regional Road Race Series
10/2-3 Talladega, AL
10/23-24 Kershaw, SC

AHRMA Masters of the Midwest Regional Road Race Series
6/19-20 Grattan, MI
7/10-11 Lexington, OH
8/14-15 South Haven, MI

AHRMA Pacific Crown Regional Road Race Series
9/18 Park City, UT

AHRMA Mid-Atlantic Vintage Motocross Series
6/13 Sale Creek, TN
7/31 Axton, VA
8/21 Shippensburg, PA
10/17 Elizabeth, NC
Info: 703/707-8692 or www.vintagemx.com

AHRMA Midwest Regional Motocross Series
6/19 Grattan, MI
6/26 Indianapolis, IN
7/11 Lexington, OH
8/21 Belding, MI
8/28 Thornville, OH
9/11 Lamoni, IA
9/25 Peoria, IL
10/2 Denmark, WI
10/23 Casey, IL
Info: 515/253-0190 or braken@worldnet.att.net

AHRMA Northwest Regional Motocross Series
6/13 Phillipsville, CA
6/27 Eugene, OR
7/18 Carson City, NV
8/22 Chehalis, WA
10/3 Madras, OR
10/17 Hollister, CA
11/7 Tulare, CA
Info: 408/663-4014 or mlight@mbay.net

AHRMA Northwest Lumberjack Motocross Series
6/13 Phillipsville, CA
6/27 Eugene, OR
8/22 Chehalis, WA
10/3 Madras, OR
Info: 408/663-4014 or mlight@mbay.net

AHRMA Southeast Regional Motocross Series
6/13 Sale Creek, TN
7/17 Bremen, GA
8/15 Steele, AL
9/19 Macon, GA
10/31 Edgefield, SC
11/14 Reddick, FL
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southeast Regional Trials Series
7/17 Bremen, GA
9/18 Macon, GA
10/2-3 Dickson, TN
10/31 Monroe, GA
Info: 334/826-1969

AHRMA H&H KTM Southeast GP Series
9/18 Macon, GA
10/3 Lookout Mountain, GA
Info: 770/979-8310 or kavula_m@mercer.edu

AHRMA Southwest Regional Motocross Series
8/15 Big Bear, CA
9/12 Gorman, CA
10/3 Perris, CA
11/7 Tulare, CA
11/21 Phoenix, AZ
Info: 714/965-0660

AHRMA Western Regional Dirt Track Series
7/17 Carson City, NV
8/8 Hollister, CA
8/22 Lodi, CA
8/28 Brentwood, CA
9/6 Lancaster, CA
10/2 Maderas, OR
10/8 Barona, CA
10/23-24 Tulare, CA
Info: 818/992-5343

AHRMA Western Regional Trials Series
8/21 Chehalis, WA
9/16 Park City, UT
10/16 Hollister, CA
Info: 916/967-0262

AHRMA/Eldorado Cycle Midwest Trials Series
7/25 Kansas City, MO
9/12 Bismark, MO
10/9 White City, IL
10/16 Jonesboro, IL
10/30 Marshfield, MO
Info: 417/859-4158

AHRMA Michigan MX Series
6/27 Battle Creek, MI
7/11 Midland, MI
7/25 Stanton, MI
8/8 Coldwater, MI
9/6 Millington, MI
9/19 Marlette, MI
10/3 Bloomingdale, MI
10/17 Buchanan, MI
Info: 248/620-1926

AHRMA Vintage MX Series
6/13 Eldorado Springs, MO
9/19 Hawk Point, MO
10/17 Jonesboro, IL
11/7 Greenwood, MO
Info: 816/767-8641

AHRMA VMX Northeast Regional Motocross Series
6/26 Jolly Roger, NH
7/17 Mexico, NY
8/14 Southwick, MA
9/4 Englishtown, NJ
9/25 Binghamton, NY
10/9 Clifford, PA
10/23 Hawley, PA
Info: 914/429-9465 or www.vintagemx.com

AHRMA VMX Northeast Regional GP Series
6/27 Jolly Roger, NH
9/12 Plymouth, PA
Info: 914/429-9465 or www.vintagemx.com

VDTRA/All-Stars Flat Track Racing Series
6/11-12 Wichita, KS
6/26 Monett, MO
7/18 Oklahoma City, OK
7/31 Sheridan, WY
8/1 Sheridan, WY
8/9 Stockton, KS
8/10 Stockton, KS
8/12 Sturgis, SD
8/13 Sturgis, SD
8/14 Sturgis, SD
8/27 Spokane, WA
8/28 Spokane, WA
9/4 Casper, WY
9/5 Casper, WY
9/18 Ruidoso, NM
9/19 Ruidoso, NM
Info: 719/541-2741

AMA National Amateur Motocross Series
Northeast Amateur Regional
6/19-20 Binghamton, NY
Northeast Youth Regional
6/26-27 Auburn, NY
Southeast Amateur Regional
6/12-13 Society Hills, SC
Southeast Youth Regional
6/19-20 Chatsworth, GA
Mideast Amateur Regional
6/26-27 Bloomington, MI
Mideast Youth Regional
6/12-13 Millfield, OH
North Central Amateur
6/12-13 Lake Geneva, WI
North Central Youth
6/26-27 Lowes, KY
South Central Amateur
6/19-20 Fort Worth, TX
South Central Youth
6/12-13 Magnolia, AR
Southwest
6/19-20 San Bernardino, CA
Northwest
6/12-13 Washougal, WA
Info: 614/856-1900

NMA Ponca City Grand National Motocross Qualifiers
Western
6/13 Moreno Valley, CA
Norcal
6/12 Livermore, CA
7/4 Hollister, CA
Arizona
6/12 Cottonwood, AZ
6/26 Eloy, AZ
Arkansas
6/20 Pine Bluff, AR
Carolinas
6/27 Iron Station, NC
Central
6/13 Lyndon, KS
Cimarron
6/20 Oklahoma City, OK
Dixie
6/13 Hammond, LA
6/20 New Iberia, LA
Finger Lakes
6/12-13 Clifford, PA
North Central
6/25-26 North Webster, IN
Ohio
6/12 Malvern, OH
6/18 Malvern, OH
Ozark
6/12 Kingsville, MO
6/26 Baxter Springs, MO
7/3 Kingsville, MO
Rocky Mountain
6/13 Craig, CO
6/20 Colorado Springs, CO
Texas
6/12 Lubbock, TX
Wyoming
6/13 Douglas, WY
North Florida
6/20 Panama City, FL
Appalachian
6/13 Brownsville, PA
Alaska
6/12-13 Soldotna, AK
Midwest
6/13 Coal Valley, IL
6/27 Byron, IL
Info: 562/868-8112

Mid-South Summer Hare Scrambles Series
6/13 Hohenwald, TN
6/27 Westpoint, TN
8/29 Saddleback East, KY
Info: 615/859-0873

Mid-East Hare Scrambles Series
6/13 Greer, SC
7/18 Cross Anchor, SC
8/22 Boonville, NC
9/19 Greer, SC
10/3 Belwood, NC
10/31 Morganton, NC
11/7 Grover, NC
Info: 704/937-9177 or 704/484-9000

Iowa Dirt Track Series
6/12 Columbus Junction, IA, Rnd 1
6/26 Des Moines, IA, Rnd 2
7/10 Bloomfield, IA, Rnd 3
7/30 Winterset, IA, Rnd 4
7/31 Columbus Jct, IA, Rnd 5
8/7 Oskaloosa, IA, Rnd 6
Info: 515/265-8388

Best In The Desert Racing Association Silver State Series
6/25-27 Mesquite, NV, Rnd 3
9/30-10/3 Las Vegas, NV, Rnd 4
12/3-5 Pahrump, NV, Rnd 5
Info: 702/457-5775 or http://www.bitd.com

District 36 Northern California Enduro Series
6/13 Long Barn, CA, Rnd 5
10/17 Stonyford, CA, Rnd 6
10/24 Elkins Flat, CA, Rnd 7
10/31 Redding, CA, Rnd 8
11/6 Upper Lake, CA, Rnd 9
11/14 Stonyford, CA, Rnd 10
Info: 925/458-9867

District 36 Family Enduro Series
11/7 Foresthill, CA, Rnd 2
11/21 Springs, CA, Rnd 3
Info: 925/458-9867

Mid-Atlantic Vintage Trials
8/7 Toronto, OH
9/12 Lock Haven, PA
10/3 Williamsport, PA
10/30 Middletown, PA
Info: 410/775-7209

100cc Vintage Flat Track Club Series
6/12 Thornville, OH
6/25 Lawrenceburg, IN
7/10 Thornville, OH
7/23 Lawrenceburg, IN
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/929-4229

STRA Championship Series
8/7-8 Shooting Creek, NC
9/11-12 Gadsden, AL
10/2-3 Dickson, TN
10/9-10 Monroe, GA
10/23-24 Sequatchie, TN
11/6-7 Clermont, GA
12/4-5 Millerville, AL
http://www.avana.net/~japi/stra/index.html

Budweiser ISRA Speedway Series
6/11 Spokane, WA
6/13 Hamilton, MT
6/18 Meridian, ID
6/19 Salmon, ID
6/20 Plains, MT
6/26 Spokane, WA
7/2 Meridian, ID
7/3 Salmon, ID
7/9 Spokane, WA
7/16 Meridian, ID
7/17 Salmon, ID
8/7 Salmon, ID
8/13 Meridian, ID
8/20 Spokane, WA
8/27 Meridian, ID
9/3 Spokane, WA
9/4 Salmon, ID
9/4 Plains, MT
9/10 Meridian, ID
9/19 Missoula, MT
9/24 Meridian, ID
10/1 Spokane, WA
10/3 Missoula, MT
Info: 208/756-2548 or 208/769-2005

KORR Hare Scrambles Series
9/12 Wichita, KS
10/3 Sterling, KS
11/14 Marion, KS
11/21 Wichita, KS
Info: 316/942-6527

KORR Spring MX Series
6/20 Marion, KS
6/27 Sterling, KS
Info: 316/942-6527

KORR Fall Motocross Series
7/10 Wichita, KS
7/11 Marion, KS
8/8 Sterling, KS
8/29 Wichita, KS
9/11 Wichita, KS
9/19 Marion, KS
9/26 Inman, KS
10/10 Wichita, KS
10/24 Marion, KS
11/7 Beaver, KS
12/12 Sterling, KS
Info: 316/942-6527

CMC Spring Classic Motocross Nationals
South
6/13 Piru, CA, Rnd 4
Final Showdown
6/20 Piru, CA
Info: 949/367-1141

CMC Pac-West MX Nationals
6/19 Ethel, WA, Rnd 3
6/20 Ethel, WA, Rnd 4
6/26 Richland, WA, Rnd 5
6/27 Richland, WA, Rnd 6
7/10 Yakima, WA, Rnd 7
7/11 Yakima, WA, Rnd 8
Info: 949/367-1141

CMC Trans-Cal MX Nationals
South
8/29 Devore, CA, Rnd 1
9/26 Victorville, CA, Rnd 2
10/3 Palmdale, CA, Rnd 3
10/17 Piru, CA, Rnd 4
North
8/15 Carson City, NV, Rnd 1
8/21 Marysville, CA, Rnd 2
8/29 Hollister, CA, Rnd 3
9/12 Livermore, CA, Rnd 4
Pacific Northwest
8/28 Albany, OR, Rnd 1
8/29 Albany, OR, Rnd 2
Final Showdown
10/23-24 Marysville, CA
Info: 949/367-1141

KTMXA Motocross Series
6/12 Draffenville, KY
6/18 Murray, KY
7/3 Atwood, TN
7/10 Draffenville, KY
7/17 Atwood, TN
8/7 Atwood, TN
8/22 Dyersburg, TN
8/29 White Plains, KY
9/4 Paris, TN
9/18 Paris, TN
9/26 Draffenville, KY
10/2 Paris, TN
10/10 Draffenville, KY
10/16 Murray, KY
10/24 Milan, TN
10/31 White Plains, KY
Info: 901/642-0511

International Old-Timers Motocross Series
6/19-20 Boise, ID, Rnd 5
7/3-4 Bellingham, WA, Rnd 6
7/24-25 Albany, OR, Rnd 7
9/4-5 Fernley, NV, Rnd 8
9/18-19 Edmonton, AB, Canada, Rnd 9
10/23-24 Lake Elsinore, CA, Rnd 10
TBA Las Vegas, NV, Rnd 11
Info: 253/840-0466 or www.seanet.com/~russr

Women's MX League Series
6/19 Budds Creek, MD
6/27 Mammoth, CA
7/31 Washougal, WA
8/2-7 Nashville, TN
8/28 Binghamton, NY
Info: 949/837-2206

North American Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/22-24 Daytona Beach, FL
Info: 828/684-4297

Formula USA Road Race Series
7/17-18 Portland, OR
8/27-29 Long Pond, PA
Info: 530/582-1061

GFI Night MX Series
6/12 San Bernardino, CA
6/19 Moreno Valley, CA
7/10 San Bernardino, CA
7/17 San Bernardino, CA
7/24 San Bernardino, CA
8/14 Moreno Valley, CA
8/21 San Bernardino, CA
8/28 Moreno Valley, CA
Info: 909/653-4042

GFI/Team Green Youth Nationals
7/3 San Bernardino, CA
7/4 San Bernardino, CA
Info: 909/653-4042

GFI Elsinore Grand Prix
11/13 Lake Elsinore, CA
11/14 Lake Elsinore, CA
Info: 909/653-4042

GFI Fall Motocross Series
9/12 Perris, CA
9/19 Moreno Valley, CA
9/26 San Bernardino, CA
10/10 Lake Elsinore, CA
10/24- San Bernardino, CA
Info: 909/653-4042

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What's happening? Cycle News Calendar.

STARWEST MOTOCROSS PARK
SATURDAY NIGHT RACING
TWO TRACKS - MAIN & PEE WEE

33% SUPER TROPHIES MAIN TRACK ★ **50%** SUPER TROPHIES PEE WEE TRACK

150% PRO PAYBACK

SIGN UP STARTS 3:00pm ★ PRACTICE 5:00pm ★ RACING 6:15pm

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CALIFORNIA'S HOTTEST NIGHT TRACK **INFO: (909) 943-4535 - (909) 657-8845**

★ T-SHIRT NIGHT ★ JUNE 12TH ★
FREE 1999 STARWEST T-SHIRT
FOR ALL RACERS ENTERED

APRIL 10 - OCTOBER 2

Fan Appreciation Night	June 12
Dan Nay Night	June 19
Jack Milne Cup	June 26
Ventura Raceway Speedway Classic	June 27
INDEPENDENCE DAY - NO RACE	July 3

INTERNATIONAL Speedway
SATURDAY NIGHTS April Thru September
GATES OPEN 6:30pm
FIRST RACE 7:30pm
FOR TICKET INFORMATION, CALL 949/492-9933

STARWEST MOTOCROSS PARK
TWO TRACKS MAIN & PEE WEE

RACING
SAT 6/12 T-SHIRT NITE
SUN 6/13 NMA PONCA QUAL
SAT 6/19 GFI @ NITE RND 4

PRACTICE
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WED - 4:30 - 9:30 PM MINIS ONLY
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Thurs	June 10	MX Practice	8am till dusk
Sat	June 12	MX Practice REM MX	8am till 2pm
Sun	June 13	Yamaha Dealers Series	Gates open 6am
Thurs	June 17	MX Practice	8am till dusk

AMA Loretta Lynn Regional MX • June 19-20

Competition Park Motocross
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8:00 AM - 6:00 PM (All Tracks)
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Motocross / Int. Supercross / 60 & 80 / PeeWee
TRACK FULLY GROOMED EACH DAY!
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MOTOWEST RACING

Sat., June 12	Club Moto *Super Saturday, MX Rnd #5*	
Sat., July 3	Hollister Hills *Open Practice*	
Sun., July 4	Hollister Hills *National 4 Stroke Series Race w/support classes*	

415- 587-8678
ALL DATES SUBJECT TO CHANGE PLEASE CALL

CMC Racing 949/367-1141
Spring Classic MX Nationals:
Rnd 4 June 13 So Max Track, Piru, CA
Final Showdown
Sun June 20 Max Track, Piru, CA
Info: (949) 367-1141 or e-mail SPCMCMX@aol.com
"Race with the Best"

GNC Goodtime National MX
July 10-11, 1999
Mosier Valley, USA - Arlington, TX
Call: 214-351-9900
www.gncmx.com
GNC MOTOCROSS

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(562) 868-8112
(909) 657-6782
P.O. Box 46
NORWALK, CA 90650
National Motosport Association

Max Track Piru, CA ...It's a little different!
Weekly Open MX Practice Schedule
Wed. (11am - Dark) Sat. (9am - 4pm) Sun. (9am - Dark)
Info: (949) 367-9583

MOTOCROSS RACING ASSOCIATION
Racing Every Friday, Saturday & Sunday
Open Riding Every Wednesday at Milan & some Sundays at Delta
Ironman GP Series - 1 hour races
www.racemra.com
Call 734-241-1600
for 1999 Racing Schedule

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

Northwest Regional MX Series
6/13 Phillipsville, CA, Rnd 6
6/27 Eugene, OR, Rnd 7
7/18 Carson City, CA, Rnd 8
8/22 Chehalis, WA, Rnd 9
10/3 Madras, OR, Rnd 10
10/17 Hollister, CA, Rnd 11
11/7 Tulare, CA, Rnd 12
Info: 408/663-4014

NMA Ponca City Grand National MX Championship
7/27-31 Ponca City, OK
Info: 562/868-8112

Branson USA MX C'ship
10/1-3 Branson, MO
Info: 909/657-6834

La Playa MX Grand Prix Series
8/22 Rosarito, BC, Mexico, Rnd 3
10/3 Rosarito, BC, Mexico, Rnd 4
12/5 Rosarito, BC, Mexico, Rnd 5
Info: 011/52-661-22525 or www.toomuchfun.com.mx

WERA National Endurance Road Race Series
6/12 Faulkville, GA, Rnd 4
6/26 Clermont, IN, Rnd 5
7/31 Summit Point, WV, Rnd 6
8/14 Kershaw, SC, Rnd 7
9/4 Millington, TN, Rnd 8
9/19 College Station, TX, Rnd 9
9/25-26 Rosamond, CA, Rnd 10
TBA Braselton, GA, Rnd 11
Info: 770/924-8404

WERA National Challenge Road Race Series
6/11-13 Faulkville, GA, Rnd 4
6/24-27 Clermont, IN, Rnd 5
7/30-8/1 Summit Point, WV, Rnd 6
8/13-15 Kershaw, SC, Rnd 7
9/3-5 Millington, TN, Rnd 8
9/17-19 College Station, TX, Rnd 9
Info: 770/924-8404

WERA Vintage Road Race Series
6/12-13 Grattan, MI
6/19-20 Summit Point, WV**
6/24-27 Indianapolis, IN**
7/3-4 Garrettsville, OH
7/10-11 Braselton, GA**
7/24-25 Kershaw, SC
7/24-25 Mount Meridian, IN**
8/7-8 Faulkville, GA
8/7-8 South Haven, MI**
8/14-15 Garrettsville, OH
8/21-22 Talladega, AL
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH**
9/18-19 Faulkville, GA
9/25-26 Mount Meridian, IN
10/6-10 Braselton, GA**
**double points event
Info: 770/924-8404

WERA Sportsman Road Race Series
North Central
6/12-13 Grattan, MI
6/24-27 Indianapolis, IN
7/10-11 Grattan, MI
7/24-25 Mount Meridian, IN
8/7-8 South Haven, MI
8/21-22 Mount Meridian, IN
9/4-5 Garrettsville, OH
9/25-26 Mount Meridian, IN
Northeast
6/19-20 Summit Point, WV
6/24-27 Indianapolis, IN
7/24-25 Kershaw, SC
7/30-8/1 Summit Point, WV
8/14-15 Garrettsville, OH
8/28-29 Summit Point, WV
9/4-5 Garrettsville, OH
Mid-Central
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
8/21-22 Hallet, OK
9/3-5 Millington, TN
9/25-26 Mount Meridian, IN
South Central
6/24-27 Indianapolis, IN
6/26-27 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Southeast
6/11-13 Faulkville, GA
6/24-27 Indianapolis, IN
7/10-11 Braselton, GA
7/24-25 Kershaw, SC
8/7-8 Faulkville, GA
8/13-15 Kershaw, SC
8/21-22 Talladega, AL
9/18-19 Faulkville, GA
Info: 770/924-8404

NETRA C'ship Enduro Series
6/13 Somers, CT
7/18 Oxford, MA
8/1 West Greenwich, RI
8/8 West Granville, MA
9/19 Windsor, MA
10/17 Chester, CT
10/31 Brimfield, MA
11/7 West Stafford, CT
11/14 Central Village, CT
Info: 860/875-5757

NETRA Championship Hare Scrambles Series
6/20 Thomaston, CT
6/27 Union, CT
7/4 Chelsea, VT
7/11 Windsor, MA
8/22 Union, CT
9/5 Uxbridge, MA
10/3 Sterling, CT
10/10 Assonet, MA
Info: 860/875-5757

NETRA Turkey Run Series
6/12-13 Loudon, NH
7/11 West Greenwich, RI
8/15 Chelsea, VT
9/12 North Haverhill, NH
9/26 Wrentham, MA
10/10 Winchendon, MA
10/24 Central Village, CT
Info: 860/875-5757

NETRA Championship Junior Enduro Series
6/19 Thomaston, CT
6/26 Union, CT
7/10 Windsor, MA
7/24 Southampton, MA
8/21 Union, CT
9/11 Mariden, CT
10/9 Assonet, MA
10/16 New Ashford, MA
10/30 Brimfield, MA
11/6 Winchendon, MA
Info: 860/875-5757

Carolina Ultra Series
6/27 Iron Station, NC
8/29 Iron Station, NC
9/19 Danville, VA
10/30-31 Society Hill, SC
Info: 423/323-5497

Rocky Mountain Enduro Circuit Series
6/13 Buena Vista, CO
6/27 Upton, WY
7/18 Rand, CO
8/1 Espanola, NM
8/22 Del Norte, CO
9/12 Cloudcroft, NM
11/14 Matador, TX
Info: 307/742-4136

Missouri State MX Championship Series
7/10 Kingsville, MO
7/18 Grain Valley, MO
7/31 Billings, MO
8/15 Moberly, MO
9/6 Hawk Point, MO
9/19 Springfield, MO
10/10 Merwin, MO
10/24 Columbia, MO
Info: 417/887-3524

Missouri Hare Scrambles Championship Series
6/13 Fairfax, MO
6/26-27 Park Hills, MO
7/11 Tebbetts, MO
7/17-18 Kahoka, MO
7/25 Knob Noster, MO
8/8 Cole Camp, MO
8/22 Lebanon, MO
9/19 Smithville, MO
10/10 Festus, MO
Info: 417/537-8406

Michigan State Fair SX Series
6/12 Hudsonville, MI
6/25 Muskegon, MI
7/9 Muskegon, MI
7/13 Onnekema, MI
7/17 Charlotte, MI
7/20 Marne, MI
7/22 Hastings, MI
7/25 Sandusky, MI
7/29 Holland, MI
7/30 Ionia, MI
8/10 Coldwater, MI
8/20 Marshall, MI
8/24 Ludington, MI
8/27 Hudsonville, MI
9/18 Muskegon, MI
9/20 Centerville, MI
Info: 616/924-5778

Missouri-Illinois Trials Association
6/13 Festus, MO
8/29 Litchfield, IL
9/12 Bismarck, MO
10/10 White City, IL
11/7 Oakdale, IL
Info: 618/362-6568

CMRRA 50cc/125cc C'ship Road Race Series
7/11 Palomar, CA
8/8 Riverside, CA
9/4-5 Rosamond, CA
10/3 Palomar, CA
11/6-7 Rosamond, CA
12/3-5 Rosamond, CA
Info: 909/674-5357

WSMC Road Race Series
6/19-20 Rosamond, CA, Rnd 6
7/17-18 Rosamond, CA, Rnd 7
8/14-15 Rosamond, CA, Rnd 8
9/18-19 Rosamond, CA, Rnd 9
10/16-17 Rosamond, CA, Rnd 10
11/20-21 Rosamond, CA, Rnd 11
12/18-19 Rosamond, CA, Rnd 12
Info: 805/256-1234

Great River Road Raceway Motocross Series
7/31 Dyersburg, TN
8/8 Dyersburg, TN
Info: 901/286-6565 or http://www.flybynite.com

West Coast Flat Track Series
6/12 Perris, CA
6/26 San Jose, CA
7/17 Watsonville, CA
Info: 714/529-6054

West Coast Vintage Flat Track Series
6/13 Temecula, CA
6/26 Ventura, CA
9/19 Sacramento, CA
Info: 661/268-0105

Galpin Ford Dual Sport Adventure Series
7/4-9 Redding, CA, Rnd 5
10/8-10 Mammoth Mountain, CA, Rnd 6
10/23-24 Hot Springs, CA, Rnd 7
11/21 Newhall, CA, Rnd 8
Info: 818/701-1913

Desert Challenge Bikes & ATV Series
7/4 Cinders, AZ
9/5 Snowflake, AZ
10/17 Sierra Vista, AZ
11/21 Globe, AZ
Info: 602/971-3730

Trials Incorporated Championship Trials Series
7/31-8/1 Carrollton, KY
9/18-19 Columbus, IN
10/3 Attica, IN
11/6-7 TBA
Info: 937/299-1501

American Trials Association
6/13-14 Big Bear, CA
Info: 714/562-7742

STTARS Super TT American Racing Series
Triple Crown National Championship
7/17-18 Portland, OR
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
Northeast
6/19-20 Loudon, NH
8/28-29 Pocono, PA
Northwest
6/12-13 Bremerton, WA
7/17-18 Portland, OR
8/14-15 Donner Summit, CA
9/5 Hermiston, OR
Southwest
6/26 Bakersfield, CA
8/14-15 Donner Summit, CA
12/4-5 Long Beach, CA
12/12 Buttonwillow, CA
Info: 949/768-4626 or www.supertt.com

USCRA Vintage Series
6/13 Belknap, NH
6/14 Loudon, NH
6/19-20 Loudon, NH
7/23-25 Shubenacadie, NS, Canada
8/13-15 Loudon, NH
8/20-22 Mosport, ON, Canada
9/6 Loudon, NH
9/27 Loudon, NH
Info: 603/226-5858 or uscra@aol.com

USRA Desert Series
6/19 Wells, NV
7/21 TBA
8/11 Jericho, UT
8/25 TBA
10/9 Wendover, UT
11/6 Grand Junction, CO
Info: 801/569-1998

CCS/Florida State Motorcycle Roadracing Championship
6/26-27 Homestead, FL
7/24-25 West Palm Beach, FL
8/21-22 West Palm Beach, FL
9/25-26 West Palm Beach, FL
12/4-5 Homestead, FL*
*double points
Info: 828/684-4297 or www.ccsracing.com

CCS/Mid-American Motorcycle Roadracing Championship
6/12-13 South Beloit, IL
7/10-11 South Beloit, IL
7/31-8/1 South Beloit, IL
8/14-15 Topeka, KS**
9/25-26 South Beloit, IL*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS/Mid-Atlantic Motorcycle Roadracing Championship
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/10-11 Summit Point, WV
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
9/18-19 Summit Point, WV
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS/New England Motorcycle Roadracing Championship
6/12-13 Loudon, NH
7/17-18 Loudon, NH
8/7-8 Loudon, NH
9/4-5 Loudon, NH
10/2-3 Loudon, NH
Info: 828/684-4297 or
www.ccsracing.com

CCS/Southeastern U.S. Motorcycle Roadracing C'ship
6/12-13 Kershaw, SC**
6/26-27 Bloomingdale, GA
7/24-25 Bloomingdale, GA
9/4-5 Bloomingdale, GA
11/6-7 Kershaw, SC*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS/Southwestern U.S. Motorcycle Roadracing C'ship
9/4-5 Chandler, AZ
10/9-10 Chandler, AZ
11/6-7 Buttonwillow, CA**
12/4-5 Chandler, AZ*
*double points
**twin sprint weekend
Info: 828/684-4297 or
www.ccsracing.com

CCS Race of Champions National Championship Finals
10/21-24 Daytona Beach, FL

North American Sport Bike Series
8/14-15 Topeka, KS
9/4-5 Loudon, NH
10/21-24 Daytona Beach, FL
Info: 828/684-4297

SRAC/Mazda Motocross Series
6/13 Colorado Springs, CO
6/20 Colorado Springs, CO
6/27 Colorado Springs, CO
7/11 Berthoud, CO
7/25 Cheyenne, WY
8/1 Colorado Springs, CO
8/15 Berthoud, CO
8/22 Pueblo, CO
9/12 Cheyenne, WY
9/19 Colorado Springs, CO
Info: 307/638-2226

SRAC/Mazda SX Series
7/17 Colorado Springs, CO
8/7 Grand Junction, CO
8/28 TBA
Info: 307/638-2226

Sunshine State MX C'ship Series
6/27 Ocala, FL
7/4 Orlando, FL
7/11 Reddick, FL
7/18 Dade City, FL
7/25 Ona, FL
8/15 Ocala, FL
8/22 Orlando, FL
8/29 Reddick, FL
9/5 Dade City, FL
9/12 Ona, FL
Info: 352/242-2605

KB Racing Promotions NorCal Championship MX Series
6/11 Sacramento, CA*
6/25 Sacramento, CA*
7/9 Sacramento, CA*
7/23 Sacramento, CA**
8/13 Sacramento, CA**
8/27 Sacramento, CA**
9/10 Sacramento, CA**
9/24 Sacramento, CA**
10/8 Sacramento, CA**
10/22 Sacramento, CA
* spring series round
** fall series round
Info: 916/682-6123 or
www.jps.net/kbracing

Meadowlark Motocross Series
6/20 Amherst, OH
8/8 Amherst, OH
8/22 Amherst, OH
9/6 Amherst, OH
Info: 216/988-3133 or 216/988-9100

Meadowlark Hare Scrambles Series
9/26 Amherst, OH
10/24 Amherst, OH
Info: 216/988-3133 or 216/988-9100

CMRA Endurance Road Racing Series
6/19-20 Henderson, TX
7/17-18 College Station, TX
8/21-22 Hallett, OK
9/17-19 College Station, TX
Info: 281/342-9032

CMRA Road Racing Series
6/11-13 Calgary, AB, Canada, Rnd 2
7/24-25 Calgary, AB, Canada, Rnd 3
8/21-22 Calgary, AB, Canada, Rnd 4
9/4-5 Calgary, AB, Canada, Rnd 5
Info: 403/272-7223

Southeastern Mini Roadracing Association Series
6/13 Concord, NC
9/9 Concord, NC
10/17 Concord, NC
11/17 Concord, NC
Info: 704/932-6179 or 704/784-1767

MRAN Desert Series
6/12-13 Caliente, NV
7/17 Ely, NV
8/14 Panaca, NV
9/18-19 Tonopah, NV
10/16-17 Jean, NV
10/30-31 Mercury, NV
11/20-21 Searchlight, NV
Info: 702/437-MRAN

Southern California Flat Track Championship Series
6/13 Temecula, CA
7/11 Costa Mesa, CA
7/24 Temecula, CA
8/21 Temecula, CA
9/18 Temecula, CA
10/9 Del Mar, CA
10/23 Temecula, CA
11/21 Temecula, CA
Info: 619/277-1591

District 3 Eastern New York Sports Committee Dirt Track
6/12 Harpursville, NY
6/26 Accord, NY
7/17 Harpursville, NY
7/18 Schenectady, NY
7/24 Accord, NY
8/2 Schenectady, NY
8/7 Accord, NY
8/14 Harpursville, NY
8/22 Schenectady, NY
8/28 Accord, NY
9/4 Accord, NY
9/12 Schenectady, NY
9/18 Harpursville, NY
9/25 Harpursville, NY
9/26 Schenectady, NY
10/3 Harpursville, NY
10/10 Schenectady, NY
Info: 607/693-1031

Honda Hills Outlaw Short Track Series
6/12 Thornville, OH
7/10 Thornville, OH
8/14 Thornville, OH
9/18 Thornville, OH
9/25 Thornville, OH
10/2 Thornville, OH
10/16 Thornville, OH
Info: 740/323-3766

Southern Illinois Hare Scrambles Series
9/12 Fosterburg, IL
9/19 Jonesboro, IL
10/3 Belleville, IL
10/31 White City, IL
Info: 618/235-4777

Virginia Championship Hare Scrambles Series
6/27 Pulaski, VA
8/15 Wytheville, VA
8/22 Danville, VA
9/19 Middlebrook, VA
9/26 Martinsville, VA
10/10 Newport News, VA
10/24 Dillwyn, VA
11/7 Surry, VA
Info: 757/255-4620 or 540/980-0591

ECEA C'ship Enduro Series
6/13 Stanhope, NJ
6/27 Webb Mills, NY
7/18 Blain, PA
7/25 Crossforks, PA
8/1 West Greenwich, RI
8/8 Middlebury Center, PA
8/15 Speedsville, NY
8/29 Mauricetown, NJ
9/12 Shippensburg, PA
9/19 Brandonville, PA
9/26 New Lisbon, NJ
10/24 New Gretna, NJ
10/31 Delaware City, DE
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
10/3 Belle Plain, NJ
10/10 Budds Creek, MD
10/17 Mauricetown, NJ
11/7 Warren Grove, NJ
11/14 New Lisbon, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/20 Brandonville, PA
10/10 Indian Mills, NJ
11/21 Belle Plain, NJ
Info: 717/865-0601

JUNE						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

JULY						
S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

*Denotes Pro Payback

Fri, June 11

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Wichita. Info: 719/541-2741.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Mayfield Fairgrounds, Mayfield. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

* OHIO MOTOCROSS - CRA, Wayne County Speedway, Orrville. Info: 330/682-7435 or www.waynecountyspeedway.com.

* OHIO MOTOCROSS - Broken Spokes Raceway, night race, New Philadelphia. Info: 330/339-9265.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

* WISCONSIN SHORT TRACK - AMA, Grand National Short Track, SSTs Ltd., Wisconsin H-D Dealers Association, Sheboygan County Fairgrounds, Plymouth. Info: 920/893-5751.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16, Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

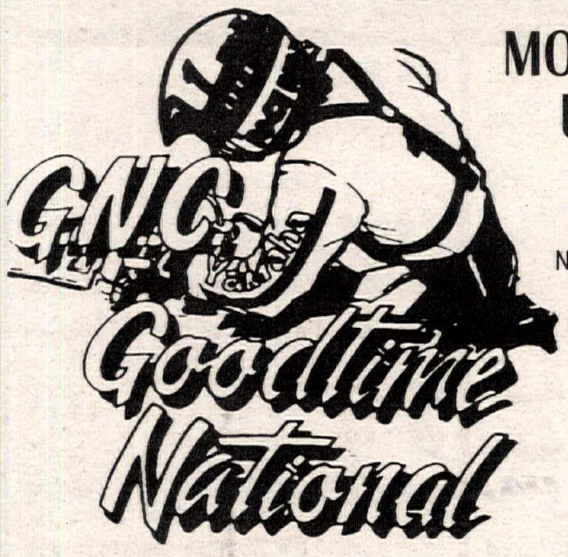
June 12-13

ARKANSAS MOTOCROSS - AMA-LL Regional Qualifier-Youth, Cedar Hill MX, Magnolia. Info: 888/222-9158.

CALIFORNIA ROAD RACE - Thunderhill Park, Northern California Karters, Willows. Info: 530/934-5588.

CALIFORNIA MINI ROAD RACE - Northern California Mini Road Racing Association, Prairie City SVRA, Sacramento. Info: 916/722-5517 or ncmrra@aol.com.

GRAND NATIONAL CHAMPIONSHIP presents
FMF SO CALIF
22nd ANNUAL
GOOD TIME NATIONAL
JULY 10 & 11, 1999

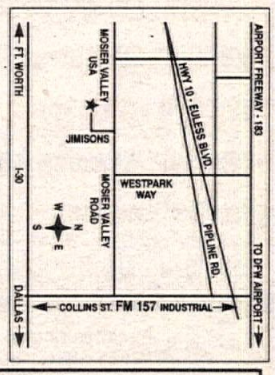


MOSIER VALLEY
USA TEXAS
Center of the DFW Metroplex; 15 minutes from DFW Int'l. Airport, 10,000 Hotel Rooms within 5 miles Numerous Restaurants, Water World and Six flags just minutes away; State of the art golf course within walking distance of track. Bring the family - something for everyone - all amenities for a great vacation. All major motorcycle and supply houses within immediate reach.

Saturday Classes
PW50 - JR50 (4-8)
Teeny Mini Stock (4-6) & (7-8)
Mini Mini Stock (6-8) & (9-11)
Minibike Stock (7-11)(12-13)(14-16)
Mini, 125 & 250 Open
125 & 250 Stock Nov. & Inter.
All Beginner Classes(60,80,125 & 250)
Ladies

Sunday Classes
Teeny Mini Modified (4-6) & (7-8)
Super Teeny Mini (6-9)
Mini Mini Modified(6-8)(9-11); 100cc
Minibike Modified (7-11)(12-13)(14-16)
125 Schoolboy (12-15)
125 & 250 Modified Nov. & Inter.
125 & 250 Exp.; Over 35 & 40
Over 25 & 30 Nov., Int., Exp.; Open
Over 50

(AGE EFFECTIVE 7-1-99)



Gates Open 4:30pm, Friday, July 9, 1999
Gate Fee:$8 Per Person Per Day

Sign Up:	6:00 a.m. Saturday & Sunday	Camping:	$5 Per Vehicle
Practice:	7:00 a.m. Saturday & Sunday	Entry Fee:	$45 Per Class
Race:	8:45 a.m. Saturday & Sunday		(ALL CLASSES)

EXPERT PURSE(125 & 250)
200%
(Paid by 1st & 2nd Moto)
Over 25 & 30
150%
(Paid by Overall)
LARGE PLAQUES
1st - 10th Place All Classes

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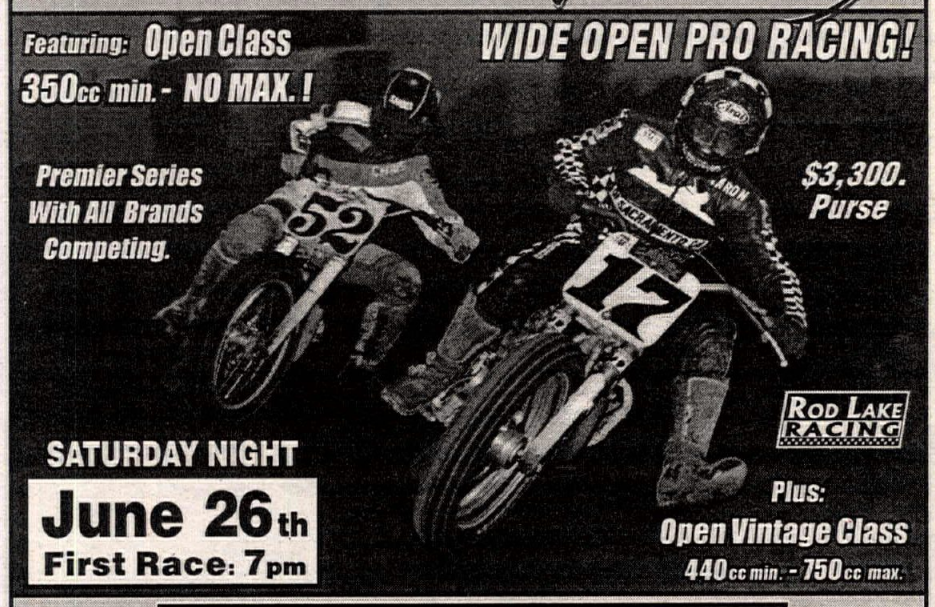
www.gncmx.com

GENE ROMERO'S WEST COAST FLAT TRACK SERIES
Progressive Program
Round #3
SAN JOSE Speedway



Gates Open 5 p.m.
Santa Clara Fairgrounds • San Jose, CA
Time Trials 5:30 p.m.

K&N Filters · Saddlemen · A&A · ROTAX RACING MOTORCYCLES · Motion Pro · (760) AND 728-1787 RACING FRAMES · Van Leeuwen Enterprises Inc.

Tickets & Info 831-462-6101
West Coast Speedways Inc.
GENE ROMERO PROMOTIONS, LLC
Race Entries 714-529-6054

RACING ON THE TUBE

JUNE BROADCASTS

DATE	TIME	EVENT	NETWORK
6/10/99	2:00 PM	AMA Motocross - Sacramento (R)	ESPN2
6/10/99	6:30 PM	MotoWorld (R)	ESPN2
6/11/99	2:00 AM	MotoWorld (R)	ESPN2
6/11/99	10:00 PM	AMA Formula Xtreme - Road Atlanta	Speed
6/12/99	6:30 AM	MotoWorld (R)	ESPN2
6/12/99	2:00 PM	AMA Motocross - Mt. Morris	ESPN2
6/13/99	3:00 PM	AMA Superbike - Road America (Live)	Speed
6/13/99	9:00 PM	FIM World Superbike - Germany	Speed
		(Same day delay)	
6/15/99	8:00 PM	Kyle Petty's Charity ride Across America	Speed
6/15/99	9:00 PM	AMA 600 Supersport - Road America	Speed
6/15/99	10:00 PM	FIM World Supersport - Italy	Speed
6/17/99	2:30 AM	AMA Motocross - Mt. Morris (R)	ESPN2
6/17/99	6:30 PM	MotoWorld (R)	ESPN2
6/18/99	10:00 PM	FIM World GP 125 - Italy	Speed
6/19/99	3:00 AM	MotoWorld (R)	ESPN2
6/20/99	10:00 PM	FIM World GP 500 - Spain	Speed
		(Same day delay)	
6/21/99	4:00 AM	MotoWorld (R)	ESPN2
6/22/99	8:00 PM	AMA Formula Xtreme - Road America	Speed
6/22/99	9:00 PM	FIM World GP 250 - Spain	Speed
6/25/99	7:30 PM	MotoWorld (R)	ESPN2
6/26/99	3:00 AM	MotoWorld (R)	ESPN2
6/27/99	4:00 AM	MotoWorld (R)	ESPN2
6/27/99	8:00 PM	FIM World Superbike - San Marino	Speed
		(Same day delay)	
6/27/99	9:00 PM	FIM World GP 250 - Holland	Speed
6/27/99	10:00 PM	FIM World GP 500 - Holland	Speed
6/29/99	8:00 PM	Canadian Superbike - Calgary - Race 1	Speed
6/29/99	10:00 PM	FIM World Supersport - Germany	Speed

All times shown are Eastern. ESPN2 and Speedvision listed above.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

WISECO/YAMAHA/DUNLOP/CARMATE/MOOSE/FMF/KLOTZ/MAXXIS/LAEGER
Grand National Cross Country Series

WISECO YAMAHA DUNLOP KLOTZ MOOSE FMF

July (Y)	10/11	Hardrock	Fairmont, WV
		I-79 to East Fairmont Exit 139(Bunner Ridge)	
Aug.(NHS/Y)	28/29	Burr Oaks	Millfield, OH
		Rt 13 E of Athens to Millfield	
Sept (Y)	25/26	High Point	Mount Morris, PA
		I-79 to Exit 1 Mount Morris	

ACERBIS Outerwears SCOTT Laeger's MAXXIS TIRES Bollzee CARMATE

Saturday: 12 Noon Quad Race; 3 pm Bike Youth & Women (Youth & Women Sign-up 1 pm)
Sunday: Bikes 10 am Super Sen. & C classes; 12 Noon Pro, A & B classes

RACER PRODUCTIONS
166 Harner Run
Morgantown, WV 26508
www.racerxill.com
(304)284-0084
NHS-Nat. Hare Scramble Y-Youth & Women

CRC 1999 California Race Schedule
100% PRO PAYBACK

Saturday	June	12	Saturday Night Special	LACR
Saturday	June	19	Saturday Night Special	LACR
Saturday	June	26	Saturday Night Special	LACR
Saturday	July	3	Saturday Night Special	LACR
Saturday	July	10	Saturday Night Special	LACR

Wed. Practice May 12 to Sept. 29 • 4pm to 9pm
Fri. Practice May 28 to Sept. 24 • 4pm to 9pm
CRC Info (661) 272-8889
www.netport.com/lacr-crc

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Spectators Always FREE
PRACTICE Fri - Sat - Sun 8:00 am - 4:00 pm
www.proride.com
Evergreen-Plus@msn.com
11011 Race Rd
Adelanto, CA
Track Info: (714) 843-9978

ZLT Racing PERRIS CALIFORNIA
Practice and Race Schedule for Perris Raceway

Wed.,	June 9	1:00 pm to dusk (open)
Fri.,	June 11	4:00 to 9:30
Sat.,	June 12	ZLT Hot Summer Nights - Rd#1 Gates open 2:30, Racing 5:00

New Pee Wee Track available.
All minors must be accompanied by a parent or notorized legal guardian.
* All dates subject to change. Call for more information. (909) 657-7441

GFI RACING (909) 341-8002
A Rider for the Riders
Southern Region

Sat.,	June 12	GFI at Night Series Round 3	Glen Helen
Sat.,	June 19	GFI at Night Series Round 4	Starwest
Sat.,	July 3	GFI Team Green Youth Nationals*	Glen Helen
Sun.,	July 4	GFI Team Green Youth Nationals*	Glen Helen

* Factory Contingencies

GFI RACING (209) 656-9682
Northern Region

Sun	June 13	MX Racing	Hollister, CA
Thurs	July 22	Merced Fair Race	Merced, CA

Saturday Practice prior to all events from 8am til' 2pm

SRA GP California Schedule
Members Non Members
Sunday, June 20th - SRA GP
Carlsbad Raceway, Carlsbad, CA
Info (714) 957-2985

cma 559/673-8080

Sat.,	June 12	Bounty Hunter	Los Banos, CA
Sat.,	June 19	Valley Children's Benefit Race	Little Okie, Madera, CA
Sat.,	June 26	Valley Children's Benefit Race	Little Okie, Madera, CA
Sat.,	July 3	Bounty Hunter	Los Banos, CA
Fri.,	July 9	Little Okie Summer Series	Madera, CA

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CALIFORNIA EUROPEAN SCRAMBLES - AMA, District 37, Racers Under The Sun, Cougar Buttes, Camp Rock Road Lucerne Valley. Info: 562/944-4344 or www.ruts.org.

* IDAHO MOTOCROSS - Wild West/SIRA, Rnd 4 of Wild West Nationals, Rupert Fairgrounds, Rupert. Info: 208/436-7071.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN MOTOCROSS - Baja Acres, Millington. Info: 517/871-3356.

NEW HAMPSHIRE TRAIL RIDE - Merrimack Valley Trail Riders, Loudon. Info: 800/757-0203.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX Park, Newburg. Info: 717/249-6036 or www.doublingap.com.

* WASHINGTON SUPER TT - STTARS Super TT, American Racing Series, Northwest, Rnd 1, Bremerton Raceway, Bremerton. Info: 949/768-4626 or www.supertt.com.

* WASHINGTON MOTOCROSS - AMA, Loretta Lynn's regional, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

WISCONSIN MOTORCYCLE SWAP MEET - J&P Promotions, 14th annual Motorcycle Swap Meet and Ride-In Bike Show, north paddock area, Elkhart Lake. Info: 319/462-6011.

WISCONSIN DRAG RACE - American Motorcycle Racing Association, All-Harley Drags, Great Lakes Dragaway, Union Grove. Info: 414/878-3783.

Sat, June 12

* CALIFORNIA SPEEDWAY - International Speedway, Trader Magazine Fan Appreciation Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Bay Area chapter, Club Moto, Livermore. Info: 209/839-9332 or www.othg.com.

* CALIFORNIA MOTOCROSS - CMC, Marysville Motocross, night race, Riverfront Park, Marysville. Info: 530/695-2727 or http://marysvillemx.com.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

* CALIFORNIA MOTOCROSS - Motowest/Club-Moto Super Saturday MX, Club-Moto, Livermore. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Club-Moto Raceway, Livermore. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - CMXR, Sherpa Motorsports Series, Rnd 6, Spring Series Finals, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Super Saturday MX, Motowest NMA Ponca City qualifier, Club-Moto, Livermore. Info: 415/587-8678.

GEORGIA SUPERCROSS - Monroe Off-road Ranch, night race, Summer Series. Info: 770/267-7978 or offroadran@aol.com.

GEORGIA SUPERCROSS - Outback Recreation Center, Outback Track, Hazlehurst. Info: 912/375-0765.

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, District 17, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

* IOWA HALF MILE - DL Racing Vintage and Modern classes, Louisa County Fairgrounds, Columbus Junction. Info: 319/264-1988.

IOWA DIRT TRACK - Iowa Dirt Track Series, Columbus Jct, Rnd 1. Info: 515/265-8388.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

KANSAS FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Wichita. Info: 719/541-2741.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Hudsonville Community Fair, Hudsonville. Info: 616/924-5778.

MISSOURI MOTOCROSS - NMA qualifier, Rnd 4, and CT Summer Series, Rnd 2, Challenge Trax, Kingsville. Info: 816/779-5020.

MONTANA DIRT TRACK - Playfair Motorcycle, day race, Pro-Am/Vintage, Hamilton. Info: 509/489-5023.

* NEW YORK SHORT TRACK - AMA, Square Deal Riders Motorcycle Club, SDR Raceway, Harpursville. Info: 607/722-6195 or 607/693-2634.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or www.frozen-ocean.com.

NEW YORK MOTORCYCLE DRAG RACING - Orient Express Powersports, also Pro Street Shoot-out, Chuckwagon Racing, Long Island Motorsports Park, West Hampton. Info: 516/288-1555.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* NORTH CAROLINA MOTOCROSS - NAME, Nighttime Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, MX Drag Racing, night race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Travelers Summer Run, Toledo. Info: 419/865-6327.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - Malvern Motocross Park, CRA, MX Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

* TENNESSEE ARENACROSS - Jamestown Motocross Park, Rnd 8, Jamestown. Info: 931/879-8557 or 879-7459.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

Sun, June 13

ARKANSAS MOTOCROSS - annual Brickfest, Arkansas Motorsport Park, Donaldson. Info: 501/778-5712.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Temecula Raceway, Temecula. Info: 661/268-0105.

CALIFORNIA ENDURO - District 36, AMA, The Merced Dirt Riders Little Polecat Enduro, Crandel Peak staging area, Long Barn. Info: 209/586-3986 or merced-dirt-riders@yahoo.com.

* CALIFORNIA MOTOCROSS - CMC Sunstar Spring Classic MX Nationals, Rnd 4 South, MaxTrack, Piru. Info: 949/367-1141.

CALIFORNIA DUAL SPORT RIDE - Chaparrals MC, Jawbone Canyon, Mojave. Info: 562/804-4071 or michael.adamsz@west.boeing.com.

* CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591.

CALIFORNIA DUAL SPORT RIDE - AMA, District 37, Chaparrals MC, Jawbone Canyon, Mojave. Info: 562/804-4071 or www.district37ama.org.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Northumberland Trail Ride, Northumberland, Ontario. Info: 905/666-9734.

* COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, M&M Connections, Colorado Springs. Info: 307/638-2226 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25, Rocky Mountain Motocross Association, Summer Series, Rnd 1, Yampa Valley. Info: 303/271-0190 or www.rmxa.com.

CONNECTICUT TURKEY/PIG ROAST RIDE - Hat City Riders, Warren Woods, Warren. Info: 203/792-9139.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

* GEORGIA SUPERCROSS - Wings and Wheels Saturday Night Supercross, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

KENTUCKY HARE SCRAMBLES - AMA, Mason Lane, Owenton. Info: 606/472-3442.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road Motocross, Coldwater. Info: 419/636-5430 or 419/636-7462.

MICHIGAN HARE SCRAMBLES - Muskegon Motorcycle Club, AMA, District 14, Bridgeston. Info: 616/728-4153.

MICHIGAN HILL CLIMB - Port Huron Motorcycle Club, AMA, Goodells. Info: 810/985-7800 or 984-3811.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Rnd 4, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - AMA, District 18, Finger Lakes State Park, Columbia. Info: 314/488-3174.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Brush Busters, Fairfax. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Malta.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Hamilton. Info: 208/756-2548 or 208/769-2005.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

* NEVADA MOTOCROSS - Nevada State MX Championship Series, Rnd 2, Moto-X-West and Reno OTHG, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

NEVADA DUAL SPORT RIDE - Association of California Trailriders, Virginia City Dual Sport Ride, Carson Valley, Carson City. Info: 530/672-3672.

NEW YORK ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Utica. Info: 828/665-6891.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

NORTH CAROLINA ROAD RACE - Southeastern Mini Roadracing Association, Concord Motor Speedway, Concord. Info: 704/932-6179 or 704/784-1767.

OHIO ROAD RACE - Ohio YSR League, Circleville Raceway Park, Circleville. Info: 614/755-2484.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Yankee Road Run, Defiance. Info: 419/542-8807.

* OHIO HARE SCRAMLBES - Ohio State Championship Hare Scrambles, AMA, District 11, Dynamic Promotions, Belpre. Info: 740/593-6704.

OHIO HARE SCRAMBLES - CRA, Buckeye Series, Proffer Promotions, Cable Creek, Toronto. Info: 330/538-2220.

OHIO HILLCLIMB - AMA Amateur Hillclimb, Pirate Promotions, Big Valley, East Palestine. Info: 330/426-4181.

* OHIO MOTOCROSS - CRA, Ohio International Raceway, Ravenna. Info: 330/372-1011.

* OKLAHOMA CROSS COUNTRY - Oklahoma Cross Country Racing Association, Poolville. Info: 405/390-5227 or members.aol.com/occra.

OKLAHOMA MOTOCROSS - Stillwater Cycle Park, State Series. Info: 405/734-2525.

OREGON MOTOCROSS - Old-Timers Motocross, first annual Cliff Stump Memorial MX, Albany Motorsports Park, Albany. Info: 360/673-3247.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA MOTOCROSS - Racer Productions Inc., Spring Series, Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

PENNSYLVANIA HARE SCRAMBLES - Racer Productions Inc., Brownsville Luzerne Park, Brownsville. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

PENNSYLVANIA DUAL SPORT - AMA, Pennsylvania Trail Riders Association, 7 Mountains Campgrounds, Milroy. Info: 717/792-1384 or www.pamall.net/patra.

* SOUTH CAROLINA HARE SCRAMBLES - Mid-East Hare Scrambles Series, State Line MC Club, Red Hollow, Greer. Info: 704/937-9177 or 704/484-9000.

SOUTH DAKOTA MOTOCROSS - SD/IA MX Series, Sioux Falls. Info: 605/361-2043.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, Hohenwald. Info: 615/859-0873.

* WASHINGTON SHORT TRACK - Catywampus Caveman MC, AMA, District 27, Thurston County ORV & Elma. Info: 425/745-4010.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WYOMING MOTOCROSS - HPMA, Rnd 7, Douglas Motocross Club, Douglas MX Track, Douglas. Info: 307/261-3100.

June 14-15

OHIO BENEFIT MOTOCROSS - Midwest Fire, Police, EMS Benefit MX, Broken Spokes Raceway, New Philadelphia. Info: 330/325-2403 or 733-6896 or bprice@copley.oh.us.

Fri, June 18

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

CALIFORNIA MOTOCROSS - The Magoo Invitational Motocross, El Dorado County Fair, Placerville. Info: 530/587-2944.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

* OHIO MOTOCROSS - Malvern Motocross Park, CRA, Spectro Oil, Malvern. Info: 330/262-4945.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

* OHIO MOTOCROSS - AMA, Franklin County Fairgrounds, Hilliard. Info: 740/756-1267.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Ron & Brian's Suzuki Night, Suzuki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

June 19-20

* CALIFORNIA ROAD RACE - WSMC Road Racing Series, Willow Springs International Raceway, Rosamond. Info: 805/256-1234 or www.race-wsmc.com.

CALIFORNIA ROAD RACE - Thunderhill Park, American Federation of Motorcyclists, Willows. Info: 530/934-5588.

CALIFORNIA MOTOCROSS - Over The Hill Gang, Mammoth Motocross, OTHG Presents, Mammoth. Info: 562/941-1515.

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Georgetown Dual Sport Ride for Sight, Ontario. Info: 905/666-9734.

IDAHO MOTOCROSS - 11th Idaho Old-timer International, Owyhee Motorcycle Club, Boise. Info: 208/381-0507.

* NEW HAMPSHIRE SUPER TT - STTARS Super TT American Racing Series, Northwest, Rnd 1, New Hampshire International Speedway, Loudon. Info: 949/768-4626 or www.supertt.com.

* NEW YORK MOTOCROSS - Broome-Tioga Sports Center Inc., Loretta Lynn's Amateur National regional qualifier, Binghamton. Info: 607/849-4438 or www.broome-tioga.com.

TENNESSEE RELIABILITY ENDURO - Racer Productions Inc., ISDE qualifier, Loretta Lynn's Ranch, Hurricane Mills. Info: 304/284-0084.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 3 & 4, Trulson MX Park, Ethel. Info: 360/985-7670.

Sat, June 19

* ARIZONA MOTOCROSS - CMC Copperstate Classic Stadiumcross, Arizona State Fairgrounds, Phoenix. Info: 602/272-1782.

ARKANSAS SPEEDWAY - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA CYCLE SWAP MEET AND SHOW - Topping Events, Long Beach Veterans Stadium, Long Beach. Info: 714/557-1846.

* CALIFORNIA SPEEDWAY - International Speedway, Dan Nay Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTOCROSS - REM, Saturday MX, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CONNECTICUT ENDURO - New England Trail Riders Association, Nervous Novice, Thomaston. Info: 860/875-5757.

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/869-5388 or 407/381-4001.

* FLORIDA SUPERCROSS - Ponca City qualifiers, night race, West Florida Motocross Park, Milton. Info: 850/623-6038.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

* ILLINOIS SHORT TRACK - Lamoine Ramblers, AMA, Macomb. Info: 309/837-1974 or dirttrackd17dir@juno.com.

* ILLINOIS NIGHT HILLCLIMB - AMA, District 17, Cahokia Creek Dirt Riders, White City. Info: 217/324-5069.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

KANSAS MOTOCROSS - NMA qualifier, Rnd 5, Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX, night race, London. Info: 606/877-1364 or mxaction.com.

MARYLAND MOTOCROSS - Women's Motocross League National, AMA, Rnd 3, Budds Creek, Budds Creek.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - CT Summer Series, Rnd 3, Challenge Trax, Kingsville. Info: 816/779-5020.

NEW ENGLAND SHORT TRACK - Norfolk Short Track, Norfolk. Info: 402/887-5380.

NEW YORK SPEEDWAY - Opening Night, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NORTH CAROLINA MOTOCROSS - NAME, Nighttime Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - CRA, Western Reserve MC, Salem. Info: 330/337-8077.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Fostoria Golden Eagles Hobo Stew Run, Fostoria. Info: 419/435-6881.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 7, Jamestown. Info: 931/879-8557 or 879-7459.

TEXAS MOTOCROSS - AMA LL Regional Qualifier Amateur, Village Creek MX, Fort Worth. Info: 817/572-7713.

* VIRGINIA SHORT TRACK - Virginia Outlaw Series, Lizard Ridge Raceway, Bedford. Info: 540/586-1824 or 540/464-4606.

WASHINGTON HALF MILE - Catywampus Caveman MC, Rnd 1, AMA West Coast Amateur National, Thurston County ORV, Elma. Info: 425/745-4010.

WASHINGTON DIRT TRACK - Playfair, AMA, night race, Pro-Am/Vintage, Spokane. Info: 509/489-5023.

Sun, June 20

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA GRAND PRIX - SRA GP, Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 9, Ramona. Info: 760/752-8252 or www.baronaoaks.com.

* CALIFORNIA MOTOCROSS - CMC Sunstar Spring Classic MX Nationals Final, MaxTrack, Piru. Info: 949/367-1141.

CALIFORNIA MOTOCROSS - California Cross Summer Series, Prairie City SVRA. Info: 916/782-8511.

* CALIFORNIA MOTOCROSS - Summer Series, Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Wild Rat Raceway, Colorado Springs. Info: 307/638-2226 or jamminmx@aol.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

IOWA MOTOCROSS - SD/IA MX Series, Sioux City. Info: 712/938-2153.

IOWA MOTOCROSS - AMA, District 22, Greenfield GP Motorsports Day, Greenfield. Info: 515/285-6910.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 8, Green Acres MX, Marion. Info: 316/382-2915.

MARYLAND MOTOCROSS AND HARE SCRAMBLES - AMA, District 7, Pro National Amateur Day, Budds Creek. Info: 301/994-9555 or www.buddscreek.com.

MICHIGAN MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Blackhawk Father's Day Run, Temperance. Info: 734/246-2527.

MISSOURI MOTOCROSS - Wide-Open Moto-Park, Lebanon. Info: 417/588-9777.

MISSOURI MOTOCROSS - AMA, District 18, Midwest Motorsports, Kahoka. Info: 660/727-3301.

MONTANA MOTOCROSS - High Country Motorcycle Association, Bozeman.

MONTANA SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Plains. Info: 208/756-2548 or 208/769-2005.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Stockton. Info: 308/345-3744.

* NEW YORK SCRAMBLES - Crusaders Motorcycle Club, Albion. Info: 716/682-3344.

* OHIO MOTOCROSS - Kenworthy's GP Club, Kenworthy's MX Park, Troy. Info: 937/335-4763 or www.kenworthysmxpark.com.

* OHIO MOTOCROSS - Sunset Ramblers MC, Rnd 2, Galion. Info: 419/562-6931 or 562-7325.

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What's happening? Cycle News Calendar.

AMA SANCTIONED

AMA/FTR Presents

FTR Fast Track Racing

The New Indy Mile

AMA
Grand National
Dirt Track Series
plus the SuperTrapp
SuperTrackers Series

Saturday
July 3, 1999
Indiana State Fairgrounds
Indianapolis, Indiana

- All seats reserved
- Opening ceremonies 7:15 PM
- 1st Race 7:30 PM
- Master of Ceremonies: Dave Despain
- Pre-race Activities Begin 1 PM
- Vendor midway and bike show
- HOG Pit Stop and AMA Pro Club
- AMA/FTR Grand Championships Sign up Party

Don't miss the AMA Dirt Track Grand Championships
July 4-9 at the Indiana State Fairgrounds
(Amateur racers call 1-219-456-6770 ext250)

Tickets available at all Ticket Master outlets and Fairgrounds Box Office
For information call 317-927-1482

Calendar

Calendar listings are a free service for Cycle News readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

* OHIO MOTOCROSS - CRA Amherst Meadowlark MX, Amherst. Info: 440/282-3927 or 440/988-9100

* OKLAHOMA MOTOCROSS - NMA qualifier, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA HARE SCRAMBLES - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

PENNSYLANIA MOTOCROSS - M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

PENNSYLVANIA HARE SCRAMBLES - District 5 State Championship, M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

* WISCONSIN MOTOCROSS - AMA, District 16, Triplecross and Yamaha contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

Wed, June 23

* OHIO MOTOCROSS - AMA, Pickaway County Fair, Circleville. Info: 740/756-1267.

June 25-26

INDIANA MOTOCROSS - NMA North Central qualifier, Trojan Raceway, night race, North Webster. Info: 616/554-8071 or nma@mei-inc.com.

Fri, June 25

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

INDIANA SHORT TRACK - 100cc Vintage Flat Track Club, Lawrenceburg. Info: 740/929-4229.

* KENTUCKY HALF MILE - Paducah Dirt Riders, Carson Park Fairgrounds, Paducah. Info: 502/444-6438.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race, Lawrenceburg. Info: 513/662-7759.

* OHIO MOTOCROSS - CRA, Wayne County Speedway, Orrville. Info: 330/682-7435 or www.waynecountyspeedway.com.

* OHIO MOTOCROSS - Broken Spokes Raceway, night race, New Philadelphia. Info: 330/339-9265.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, District 16, Stadium Series, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

June 26-27

* CALIFORNIA MOTOCROSS - Phillipsville Motocross Spring Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RACE - Thunderhill Park, HMSA, Willows. Info: 530/934-5588.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

KENTUCKY MOTOCROSS - Western Kentucky MX, AMA regional qualifier, Lowes. Info: 502/674-5525.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Racers For Research, Park Hills. Info: 417/537-8406.

NEVADA DUAL SPORT - Dust Devils MC, Start/Finish Boomtown Casino, Reno. Info: 775/742-8500 or http://rl.lemke.com.

* NEW MEXICO ARENACROSS - Cycle City Promotions, Red Rock State Park, Gallup. Info: 505/722-0360.

* NEW YORK MOTOCROSS - AMA, Loretta Lynn's Youth regional qualifier, Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 5 & 6, Horn Rapids ORV, Richland. Info: 509/837-3595.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sat, June 26

* ARIZONA MOTOCROSS - NMA qualifier, night race, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-3731 or www.gohuge.com.

* CALIFORNIA SPEEDWAY - International Speedway, Jack Milne Cup, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association, Temecula. Info: 619/277-1591.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA FLAT TRACK - West Coast Vintage Flat Track Series, Ventura Raceway, Ventura. Info: 661/268-0105.

* CALIFORNIA SUPER TT - STTARS Super TT American Racing Series, Southwest, Rnd 8, Mesa Marin Speedway, Bakersfield. Info: 949/768-4626 or www.supertt.com.

CALIFORNIA SHORT TRACK - 7th annual Outlaw Vintage Short Track, The Shop, Ventura Raceway. Info: 805/650-6777.

CANADA ROAD RACE - Future West Promotions, Chilliwack Airport, Chilliwack. Info: 604/794-3824.

CONNECTICUT ENDURO - New England Trail Riders Association, Nervous Novice, Union. Info: 860/875-5757.

GEORGIA SUPERCROSS - Wings and Wheels, Georgia TripleCross Summer Series, Rnd 1, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219

* IDAHO SHORT TRACK - Owyhee Motorcycle Club, OMC Club Grounds, Boise. Info: 208/922-3353.

IOWA MOTOCROSS - Goat Eyewear contingency, Arthur. Info: 712/367-2331.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 2, Des Moines. Info: 515/265-8388.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Muskegon County Fair, Muskegon. Info: 616/924-5778.

MISSOURI FLAT TRACK - VDTRA All-Stars Flat Track Racing Series, night race, Monett. Info: 719/541-2741.

* MISSOURI SHORT TRACK - HLR Motorsports Inc., Mr. Chow Racing, Moberly. Info: 660/263-4321 or www.moberlymo.com/hlr.

NEW HAMPSHIRE MOTOCROSS - AHRMA VMX Northeast Regional MX Series, Jolly Roger. Info: 914/429-9465 or www.vintagemx.com.

NEW JERSEY STREET BIKE - second annual Street Bike Wheelie Championships, Del's Performance Cycles plus Motorcycle Freestyle Jump Competition, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW YORK SPEEDWAY - Legends of Speedway/Hank Basset Cup, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

NORTH CAROLINA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, Asheville. Info: 828/665-6891.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Nighttime National, Kawasaki, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA DUAL SPORT RIDE - KORR, Thunder In The Valley, Johnstown and Seven Springs. Info: 814/255-4752.

* PENNSYLVANIA SHORT TRACK - AMA, Armin Hostetter Trail-Way Speedway, Hanover. Info: 717/359-4310 or www.trail-wayspeedway.com.

TENNESSEE MOTOCROSS - Fort Campbell Motocross Club, Clarksville. Info: 931/906-5598 or 931/552-3593.

* TENNESSEE MOTOCROSS - Jamestown Motocross Park, Rnd 8, Jamestown. Info: 931/879-8557 or 879-7459.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Spring Challenge '99, Floyd County, Willis. Info: 789-7260 or 789-7640.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

Sun, June 27

ARKANSAS MOTOCROSS - Arkansas Motorsport Park Brickfest, Donaldson. Info: 501/778-5712.

CALIFORNIA MOTOCROSS - Women's Motocross League, Mammoth Mountain MX, Mammoth.

CALIFORNIA SPEEDWAY - International Speedway, Ventura Raceway Speedway Classic, Ventura Fairgrounds. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA MOTORCYCLE SHOW - 12th annual San Buenaventura Antique & Classic Motorcycle Show, The Shop, Ventura. Info: 805/650-6777.

CALIFORNIA DUAL SPORT RIDE - Association of California Trailriders, Feather River County, Northern California. Info: 530/672-3672.

* CANADA ROAD RACE - Road Race Championship, Future West Promotions, Chilliwack Airport, Chilliwack. Info: 604/794-3824.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Coyote, Colorado Springs. Info: 307/638-2226 or jamminmx@aol.com.

COLORADO MOTOCROSS - AMA, District 25 State Championship Series, Rnd 3, Rocky Mountain Motocross Association, Summer Series, Rnd 2, Watkins. Info: 303/271-0190 or www.rmxa.com.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

* IDAHO MOTOCROSS - Owyhee Motorcycle Club, Boise. Info: 208/922-3353.

KANSAS MOTOCROSS - KORR MX Spring Series, Rnd 9, Silver City MX, Sterling. Info: 316/278-2487.

* LOUISIANA INDOOR SHORT TRACK - Trippe Enterprises, Shreveport. Info: 318/424-3132.

* MARYLAND HARE SCRAMBLES - AMA, Districts 7 & 5 Ironman Hare Scrambles Series, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MINNESOTA ROAD RIDE - Pediatric Brain Tumor Foundation of the United States, St. Paul. Info: 828/665-6891.

* MISSISSIPPI MOTOCROSS - MX 886, Pre 4th of July Championships, Pontotoc. Info: 601/489-8316.

MISSOURI MOTOCROSS - Buffalo Motocross. Info: 417/345-6981.

MISSOURI MOTOCROSS - Possum Hollow MX, Rnd 5, Halltown. Info: 417/581-1977.

MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296.

* NEBRASKA MOTOCROSS - HPMA, Rnd 8, Alliance Motocross Association, Alliance MX Track, Alliance. Info: 307/261-3100.

NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Phillipsburg. Info: 308/345-3744.

* NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway, Ashland. Info: 402/556-5801 or wsrmxpark@worldnet.attnet.

NEW HAMPSHIRE GRAND PRIX - AHRMA VMX Northeast Regional GP Series, Jolly Roger. Info: 914/429-9465 or www.vintagemx.com.

* NEW JERSEY MOTOCROSS - Jay Irwin/Ken Landerman Raceway Park, 14th annual Suzuki, New Jersey State Motocross Championships, Englishtown. Info: 732/446-7800.

* NEW MEXICO MOTOCROSS - High Desert Racing Club, AMA, District 45, Aztec. Info: 970/533-9747.

* NEW YORK MOTOCROSS - CNYMRA, AMA, District 3, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK MOTOCROSS - WNYSC Silver Springs Racing, Rock Glen. Info: 716/786-2087 or members.xoom.com/ssmxracing.

* NORTH CAROLINA MOTOCROSS - Victory Sports, AMA Carolina Ultra Series, Rnd 8, Top Gun MX Park, Iron Station. Info: 423/323-5497 or wwwvictory-sports.com.

OHIO GRAND PRIX - Motocross Racing Association, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Scioto Valley Flag Run, Kenton. Info: 419/673-1098.

OHIO MOTOCROSS - AMA, Dayton Motorcycle Club, Dayton. Info: 937/263-9321 or www.daytonmc.org.

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Harley Day. Info: 503/221-1487 or www.omrra.com.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HILLCLIMB - AMA, Thunder In The Valley, Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

* PENNSYLVANIA TT SCRAMBLE - Pagoda Motorcycle Club, AMA, District 6, Birdsboro. Info: 610/582-3717.

* SOUTH CAROLINA CROSS COUNTRY - Carolina Cross Country Series, The Wedge, Hemingway. Info: 843/558-3031.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, West Point. Info: 615/859-0873.

* VIRGINIA MOTOCROSS - AMA, District 13, Rnd 1, Ballzee Grand Championship Series, Lake Sugar Tree, Axton. Info: 336/342-9027.

* WASHINGTON MOTOCROSS - AMA, PJ1 Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

July 2-3

* OHIO MOTOCROSS - Malvern Motocross Park, CRA, Wiseco Piston weekend, Malvern. Info: 330/262-4945.

July 2-4

FLORIDA SHORT TRACK - Orange County Raceway, Orlando. Info: 407/381-4001.

Fri, July 2

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, night race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Meridian. Info: 208/756-2548 or 208/769-2005.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

OHIO SPEEDWAY - Lawrenceburg Motorcycle Speedway, Semi-Pro, night race. Info: 513/662-7759.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Suzuki & Kawasaki contingency, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

July 3-4

CANADA TRAIL AND DUAL SPORT - Blair Sharpless and Company, Kawasaki Trail Ride and Dual Sport Series, Algonquin Two-Day Trail Ride, Lake Street, Ontario. Info: 905/666-9734.

* KENTUCKY MOTOCROSS - Victory Sports, Pro-Am Series, AMA, Rnd 9, United States Mega Series, Daniel Boone MX Park, London. Info: 423/323-5497 or wwwvictory-sports.com.

MICHIGAN ROAD RACE - Great Lakes Road Racing Association, Rnd 5, Grattan. http://www.glrra.com/schedule.htm.

TEXAS MOTOCROSS - Annual 4th of July Weekend Race, Lake Whitney MX. Info: 254/694-4271.

WASHINGTON MOTOCROSS - International Old-timers MX, British Columbia Old-timers. Info: 253/840-0466 or http://www.seanet.com/~russr.

WASHINGTON DIRT TRACK - Playfair, AMA, night race, Pro-Am/Vintage, Spokane. Info: 509/489-5023.

Sat, July 3

ARKANSAS SPEEDWAY - Cleburn County Speedway, Heber Springs. Info: 501/362-6325.

CALIFORNIA ROAD RACE - Thunderhill Park, Willows. Info: 530/934-5588.

CALIFORNIA MOTOCROSS - REM, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY-Cycleland Speedway, Chico. Info: 530/342-0063.

FLORIDA SHORT TRACK - Orange County Raceway, FDTRA Series, Orlando. Info: 407/381-4001.

IDAHO SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Salmon. Info: 208/756-2548 or 208/769-2005.

IOWA MOTOCROSS - AMA, District 22, Adel Races at Dallas County Fairgrounds, Adel. Info: 515/285-6910.

KANSAS MOTOCROSS - Racer's Edge MX, Baxter Springs. Info: 417/833-1574.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Boysen/Twin Air, night race, London. Info: 606/877-1364.

MISSOURI MOTOCROSS - Sprout Patch MX, Billings. Info: 417/744-2593.

MISSOURI MOTOCROSS - NMA qualifier, Rnd 6, CT Summer Series, Rnd 4, Challenge Trax, Kingsville. Info: 816/779-5020.

* NORTH CAROLINA MOTOCROSS - NAME Under The Lights Series, night race, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, night race, Delta. Info: 419/822-3006 or 734/241-1600.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

July 4-9

CALIFORNIA DUAL SPORT - Galpin Ford California Dual Sport Adventure Series, Redding. Info: 818/701-1913.

Sun, July 4

ARKANSAS MOTOCROSS - Rad Roosters MX, Prairie Grove. Info: 501/839-2962.

CALIFORNIA ROAD RACE - Thunderhill Park, Willows. Info: 530/934-5588.

* CALIFORNIA MOTOCROSS - NMA, Grand National MX qualifier, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - Sound of Thunder Four-Stroke National, Two-Stroke support classes, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

* CALIFORNIA MOTOCROSS - CMMC, Barona Oaks Raceway, Rnd 10, Ramona. Info: 760/752-8252 or www.baronaoaks.com.

* CALIFORNIA MOTOCROSS - first annual Thunder in the Hills MX National, Motowest Racing, Hollister Hills GP Track, Hollister. Info: 415/587-8678.

CALIFORNIA MOTOCROSS - OTHG, Over The Hill Gang, Over 30 MX, Hollister Hills MX, Hollister. Info: 209/839-9332 www.othg.com.

CALIFORNIA MOTOCROSS - California Cross Summer Series, Prairie City SVRA. Info: 916/782-8511.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

IOWA DRAG RACE - American Motorcycle Racing Association, All-Harley Drags, Humboldt County Dragway, Humboldt. Info: 712/262-8910.

* KENTUCKY MOTOCROSS - Daniel Boone MX, Mega Series, London. Info: 606/877-1364.

NEVADA MOTOCROSS - MRANN Series, Motorcycle Racing Association of Northern Nevada, Reno. Info: 775/322-1499.

* NEW YORK MOTOCROSS - Hunt Moto Park, WNYMA, NYS Challenge Series, Rnd 2, Robinson Road, Hunt. Info: 716/476-2697.

NEW YORK DUAL SPORT - AMA, Ridge Riders Motorcycle Club, Fireman's Field, Hancock. Info: 973/697-0495.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO DIRT TRACK - AHRMA National Half Mile Dirt Track, D&B Racing, Athens County Fairgrounds, Athens. Info: 419/991-8124.

* PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* WASHINGTON MOTOCROSS - AMA, Scott USA Day, Washougal MX Park, Washougal. Info: 541/673-1671 or washougalmx.com.

July 9-11

ILLINOIS DRAG RACE - AMA, Prostar National Drag Racing Series, Street Fighter Nationals, Rnd 5, Chicago. Info: 256/852-1101

Fri, July 9

* CALIFORNIA MOTOCROSS - KB Racing Promotions, night race, Sacramento Raceway Park, Sacramento. Info: 916/682-6123 or www.jps.net/kbracing.

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or http://speedwaybikes.com.

CALIFORNIA SPEEDWAY - International Speedway, Friday Night Sidecar, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

* MICHIGAN MOTOCROSS - Motocross Racing Association, Milan Cycle City, night race, Milan. Info: 734/439-7735 or 734/241-1600.

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Muskegon County Fair, Muskegon. Info: 616/924-5778.

OHIO SPEEDWAY - AMA Amateur National, Fast Track Racing, Lawrenceburg Motorcycle Speedway, night race. Info: 513/662-7759.

* OHIO MOTOCROSS - Broken Spokes Raceway, night race, New Philadelphia. Info: 330/339-9265.

OKLAHOMA MOTOCROSS - Field of Dreams, Okmulgee. Info: 918/758-0793.

WASHINGTON SPEEDWAY - Budweiser Intermountain Speedway Racers Association Dirt Track Series, Spokane. Info: 208/756-2548 or 208/769-2005.

* WISCONSIN MOTOCROSS - AMA Stadium MX, State Championship Race, Lake Geneva Raceway, Lake Geneva. Info: 815/337-0864.

July 10-11

MINNESOTA OBSERVED TRIALS - AMA, Lake Basin Promotion Inc., Two Harbors, Lake County Fairgrounds, Two Harbors. Info: 218/384-9936 or www.lakebasin.com.

* OHIO MOTOCROSS - Motocross Racing Association, Delta Raceway, Best in the Midwest Nationals #12, day race, Delta Raceway. Info: 419/822-3006 or 734/241-1600.

* VIRGINIA MOTOCROSS - Victory Sports, Pro-Am Series, Rnd 10, AMA, United States Mega Series, Pro Sport MX, Wytheville. Info: 423/323-5497 or wwwvictory-sports.com.

* VIRGINIA MOTOCROSS - Pro Sport MX, Virginia Mega Series Championship, Wytheville. Info: 540/228-3118.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 7 & 8, Yakima Meadows Fairgrounds, Yakima. Info: 253-852-8670.

July 10-13

MINNESOTA TOUR - AMA, Circle the Lake Superior Tour, Lake Basin Promotion Inc., Lake County Fairgrounds, Two Harbors. Info: 218/384-9936 or www.lakebasin.com.

Sat, July 10

CALIFORNIA SPEEDWAY - International Speedway, Speedway Fair Derby, Championship, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA SHORT TRACK - Lodi MC, AMA, District 36, Lodi Cycle Bowl, Lodi. Info: 209/833-0639 or 209/368-7182.

CALIFORNIA MOTOCROSS - Saturday Motocross, Glen Helen, San Bernardino. Info: 619/484-1441.

* GEORGIA SUPERCROSS - Georgia Triple Cross Summer Series, Rnd 5, Bremen Race Park, Bremen. Info: 770/941-8464 or 770/537-0219 or dirtman23@aol.com.

* INDIANA MOTOCROSS - AMA, District 15, Podium One Motoplex, Charlestown. Info: 812/256-5517 or podium/.com.

* INDIANA MOTOCROSS - Steeltown MX Club, Chrisney City Park, Steeltown MX Park, Chrisney. Info: 812/925-8850 or 888/957-RACE.

IOWA MOTOCROSS - SD/IA MX Series, Truesdale. Info: 712/732-2460.

* IOWA MOTOCROSS - National Cattle Congress Grounds, night race, Waterloo. Info: 319/234-4375.

IOWA DIRT TRACK - Iowa Dirt Track Series, Rnd 3, Bloomfield. Info: 515/265-8388.

KANSAS MOTOCROSS - KORR MX Fall Series, Rnd 1, Whoopmaster Jeeps, Wichita. Info: 316/684-7400.

MASSACHUSETTS TRAIL RIDE - New England Trail Rider Association, Nervous Novice/Parent-Child, Windsor. Info: 860/875-5757.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA, District 14, Log Road Motocross, Bronson. Info: 419/636-5430.

MISSOURI MOTOCROSS - Missouri State Series, Rnd 1, CT Summer Series, Rnd 5, Challenge Trax, Kingsville. Info: 816/779-5020.

NEW YORK SPEEDWAY - Southern Tier Harley Night, New Champion Speedway, Owego. Info: 716/723-9746 or 716/227-2223.

* NEW YORK STADIUMCROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 315/784-5517 or www.frozen-ocean.com.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge MX, Taylorsville. Info: 828/758-4342 or 828/635-8635.

OHIO SHORT TRACK - 100cc Vintage Flat Track Club, Thornville. Info: 740/929-4229.

* OHIO SHORT TRACK - Honda Hills, Honda Hills Road, Thornville. Info: 740/323-3766.

* OHIO MOTOCROSS - Malvern Motocross Park, CRA, Harding's Park Cycle Night, Malvern. Info: 330/262-4945.

* OKLAHOMA MOTOCROSS - ARP, Ascot Park, night race, Fort Smith. Info: 501/474-1561.

* OKLAHOMA MOTOCROSS - Gold Cup Challenge, Kawasaki and Pro-Am Sports, Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

WEST VIRGINIA CROSS COUNTRY - Youth Bike Grand National Cross Country, Racer Productions, Hardrock, Fairmont. Info: 304/284-0084.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367 or 353-5920.

Sun, July 11

CALIFORNIA ROAD RACE - BMW San Jose, Thunderhill Park, Willows. Info: 530/934-5588.

CALIFORNIA SPEEDWAY - International Speedway, Youth Motorized Olympics and Junior Speedway Series, Rnd 2, Sound of Thunder, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.cmspeedway.com.

CALIFORNIA FLAT TRACK - Southern California Flat Track Championship Series, San Diego Flat Track Association, Costa Mesa. Info: 619/277-1591.

* CALIFORNIA MOTOCROSS - Southern California AMA Championship MX Series, Prospectors MC, Quail Canyon MX Park, Hungry Valley, Gorman. Info: 805/279-3192 or prspctors@frazmtn.com.

CALIFORNIA DUAL SPORT - California Enduro Riders Association, AMA, District 36, The Gold Bug Dual Sport, Placerville. Info: 510/278-9342 or twobeemers@aol.com.

* CALIFORNIA MOTOCROSS - Summer Series, Salinas Valley Fair, 101 Bowl MX Track, King City. Info: 831/386-1813 or mxrott@inreach.com.

* COLORADO MOTOCROSS - SRAC/Mazda MX Series, Rocky Mountain Promotions, Berthoud. Info: 307/638-2226 or jamminmx@aol.com.

COLORADO MOTOCROSS - High Desert Racing Club, AMA, District 45, Mancos. Info: 970/533-9747.

* DELAWARE SHORT TRACK - Delaware Motorsports, Seaford Speedway, Seaford. Info: 302/422-8661.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series and annual MDA Benefit Race, Motocross of Marion County, Reddick. Info: 352/242-2605.

KANSAS MOTOCROSS - KORR MX Fall Series, Rnd 2, Green Acres MX, Marion. Info: 316/382-2915.

KENTUCKY HARE SCRAMBLES - Buddy Race, AMA, Eagle Creek MC Park, Mason Lane, Owenton. Info: 606/472-3442.

* MICHIGAN MOTOCROSS - Dirt Riders Motorsports, AMA, District 14, Log Road Motocross, Bronson. Info: 419/636-5430.

MISSOURI MOTOCROSS - Buffalo MX. Info: 417/345-6981.

MISSOURI MOTOCROSS - AMA, District 18, HLR Motorsports Park, Moberly. Info: 660/263-4296.

* MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Show Me Motorsports, Tebbetts. Info: 417/537-8406.

MONTANA MOTOCROSS - High Country Motorcycle Association, Helena.

* NEBRASKA MOTOCROSS - Cornhusker Motocross Circuit, Friend. Info: 308/345-3744.

NEVADA MOTOCROSS - MRANN Series, Motorcycle Racing Association of Northern Nevada, Reno. Info: 775/322-1499.

* NEVADA MOTOCROSS - Nevada MX Championship Series, Rnd 3, Moto-X-West and Nevada Old-Timers, Fernley International Raceway, Fernley. Info: 775/423-8226 or jaja@phonewave.net.

* NEW YORK MOTOCROSS - Challenge Series, Western New York Motocross Inc., Auburn. Info: 315/784-5466 or 784-5517 or www.frozen-ocean.com.

NEW YORK MOTOCROSS - CHYMRA Championship Series, Silver Anniversary, Thunder Ridge Cycle Park, South Edmeston. Info: 607/847-6520 or 847-6815 or www.tridgejim.com.

* NEW YORK SCRAMBLES - Crusaders MC, Albion. Info: 716/682-3344.

OHIO MOTORCYCLE RUN - District 12 of Ohio Motorcycle Association Inc., Travelers Sticky Chicken Run, Toledo. Info: 419/865-6327.

OHIO HILLCLIMB - AMA Amateur Hillclimb, Pirate Promotions, Big Valley, East Palestine. Info: 330/426-4181.

* OHIO MOTOCROSS - Sunset Ramblers MC, Galion. Info: 419/562-6931 or 562-7325.

* OHIO MOTOCROSS - CRA MX and Vintage, Amherst Meadowlarks, Amherst. Info: 440/988-3133 or 440/988-9100.

* NEW JERSEY MOTOCROSS - Raceway Park Motocross, Normal Semi-Pro Race Day, Englishtown. Info: 732/446-7800 or etownrcwy@aol.com.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Summer Series, Steel City USA, Delmont. Info: 304/284-0084.

* PENNSYLVANIA MOTOCROSS - AMA, Hurricane Hills Sports Center Inc., Clifford. Info: 570/222-9290 or www.broome-tioga.com.

WEST VIRGINIA CROSS COUNTRY - Grand National Cross Country, Racer Productions Inc., Hardrock, Fairmont. Info. 304/284-0084.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

* WISCONSIN SHORT TRACK - AMA, SSTs, Kenosha County Fairgrounds, Wilmot Speedway, Wilmot. Info: 414/353-5920.

* WYOMING MOTOCROSS - High Plains Motocross, Lusk Motocross Track, Lusk. Info: 307/261-3100.

Mon, July 12

CALIFORNIA ROAD RACE - BMW San Jose, Thunderhill Park, Willows. Info: 530/934-5588.

Tue, July 13

MICHIGAN SUPERCROSS - Michigan State Fair Supercross Series, Manistee County Fair, Onnekema. Info: 616/924-5778.

* WISCONSIN DIRT TRACK - Badger Racing Association, Seymore. Info: 920/699-3387.

July 16-18

OREGON ROAD RACE - Oregon Motorcycle Roadracing Association, Formula USA. Info: 503/221-1487 or www.omrra.com.

* TENNESSEE MOTOCROSS - Victory Sports, Pro-Am Series, Rnd 11, AMA, United States Mega Series, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or wwwvictory-sports.com.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue.

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

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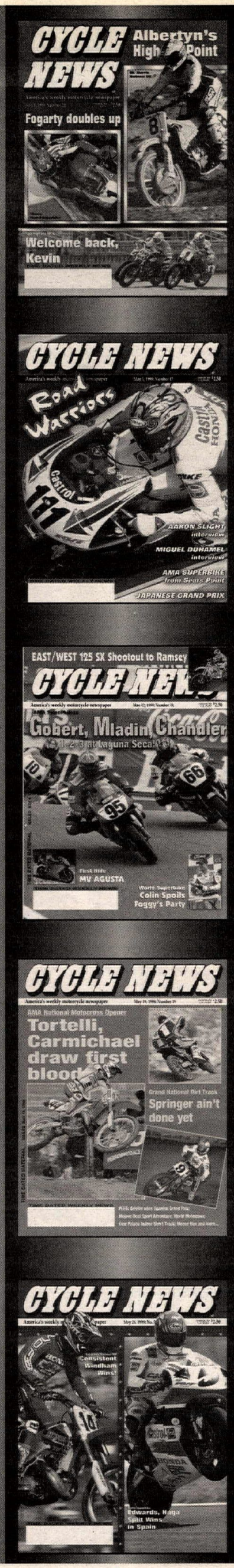

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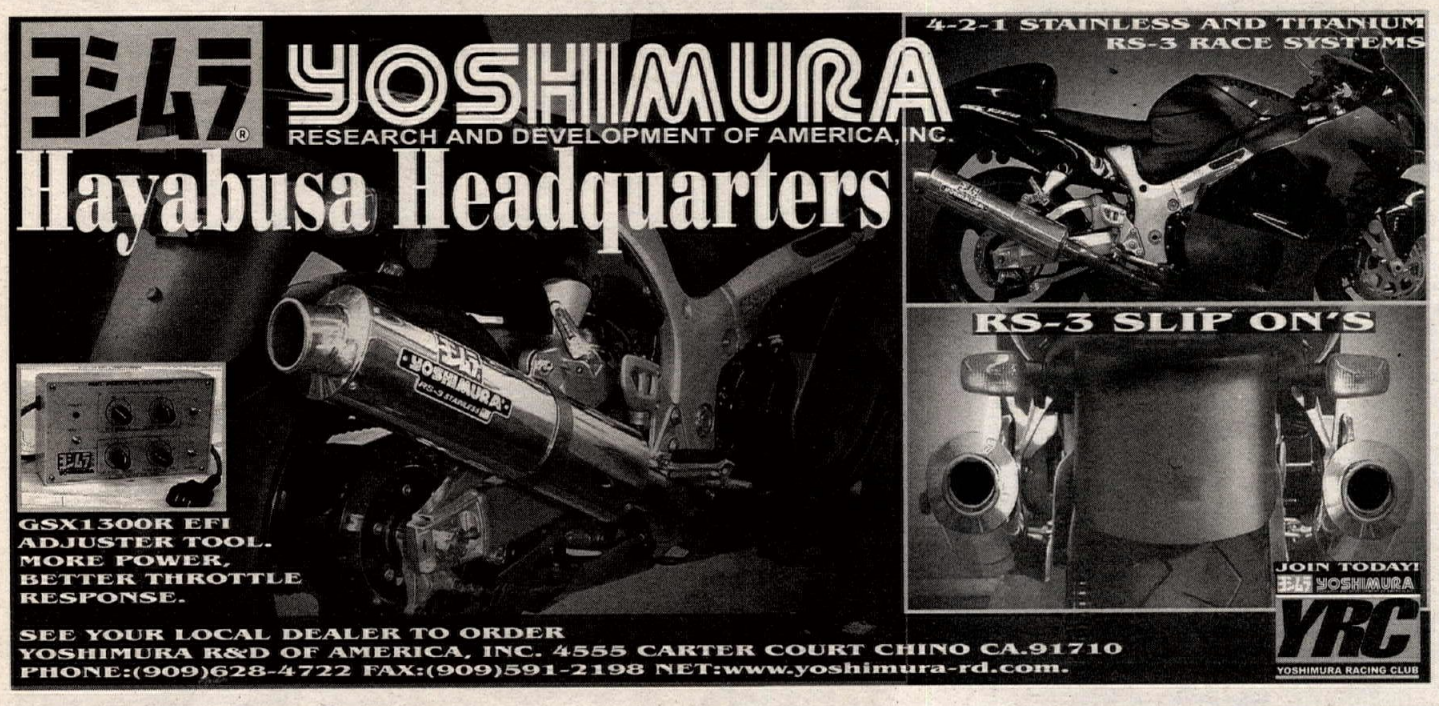

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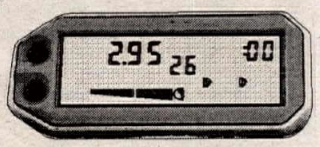

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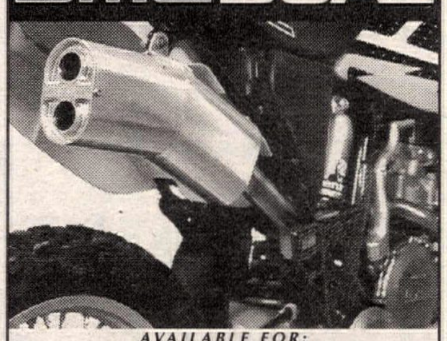

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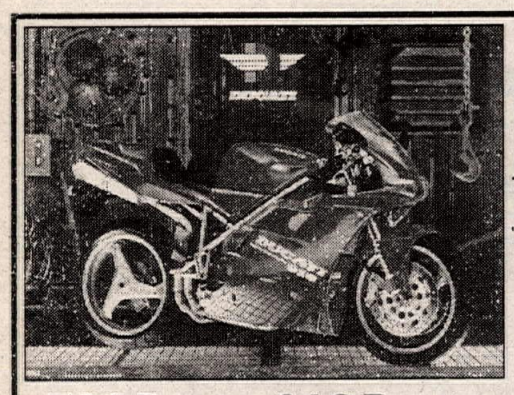

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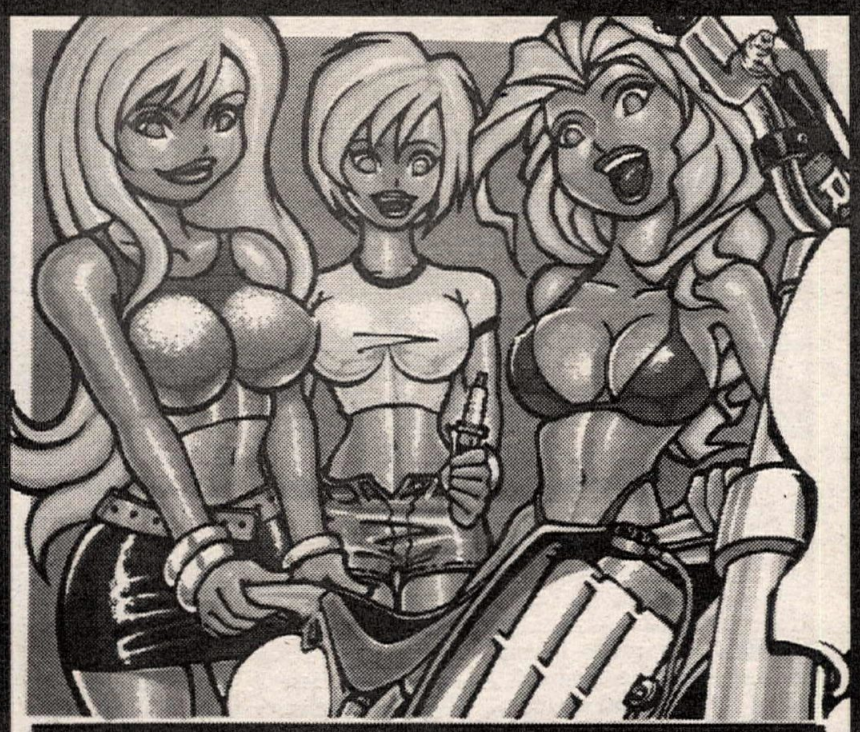

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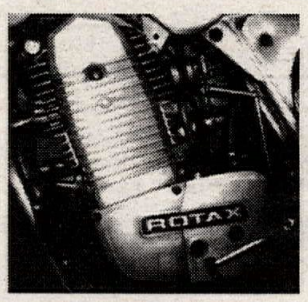

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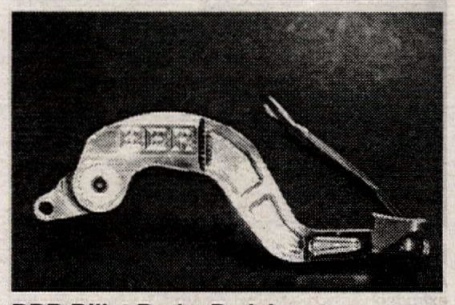

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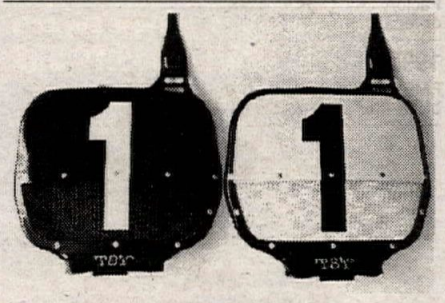

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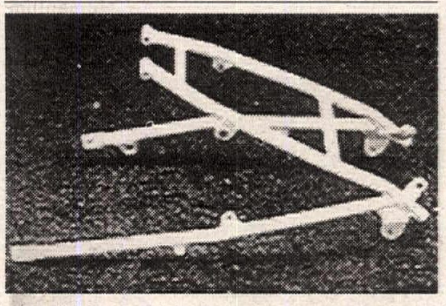

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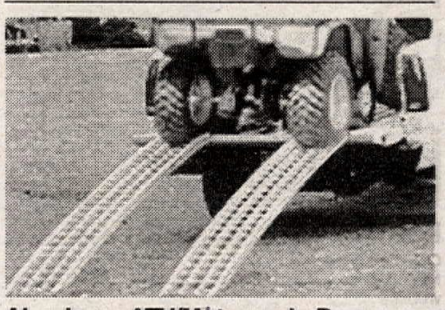

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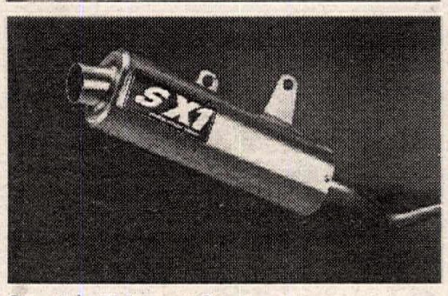

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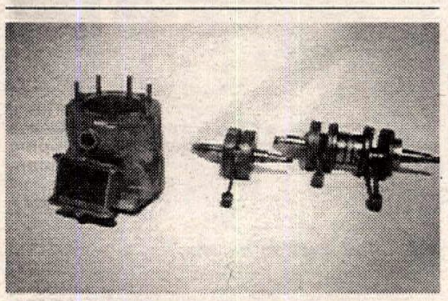

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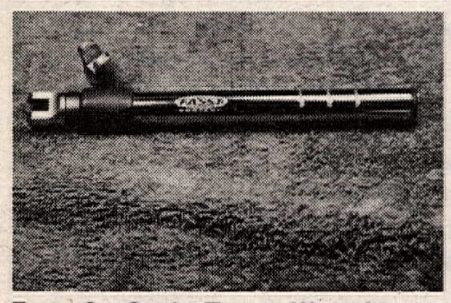

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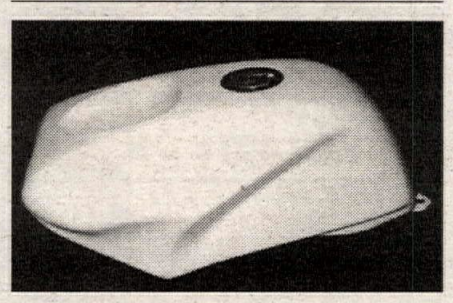

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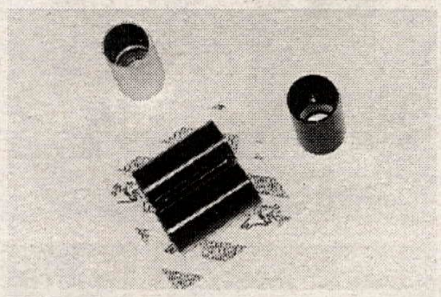

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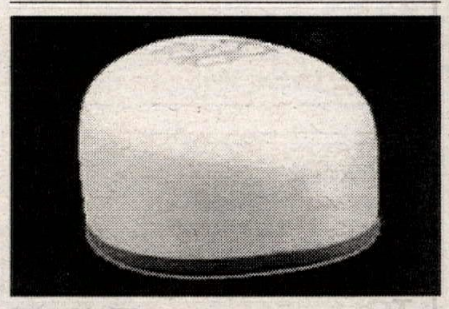

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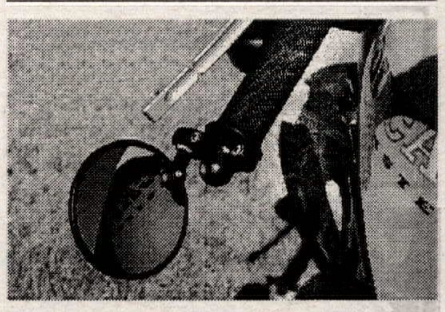

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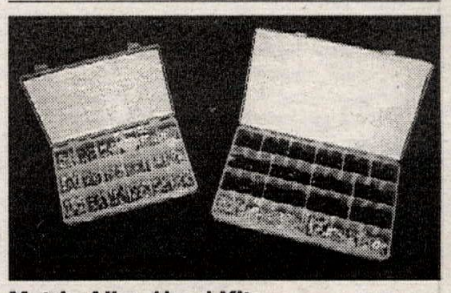

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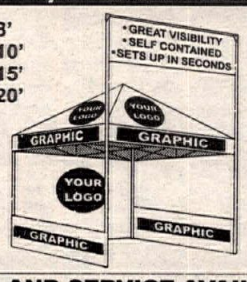

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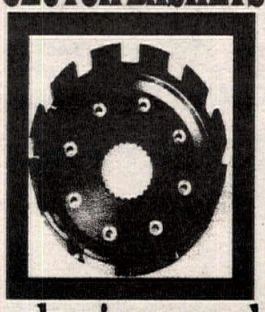
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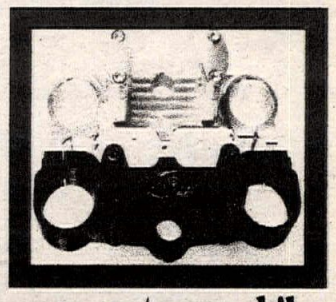
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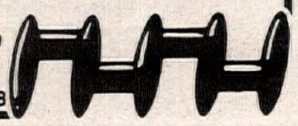

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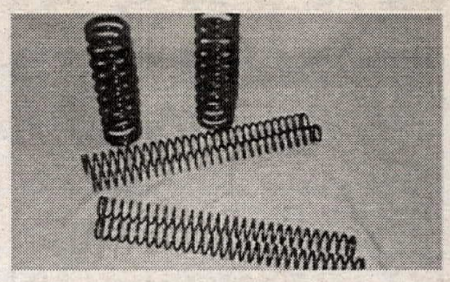

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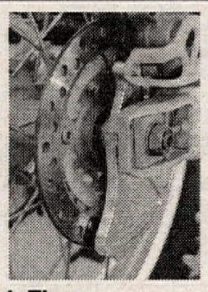

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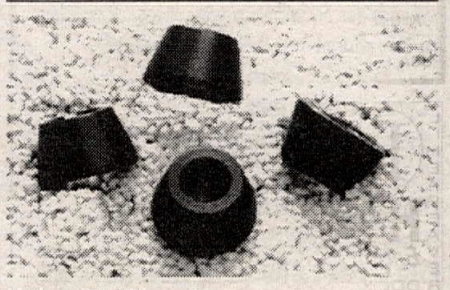

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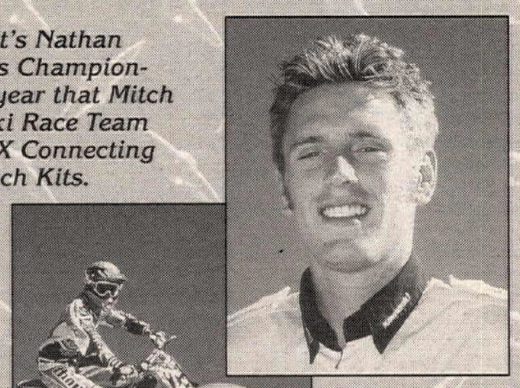

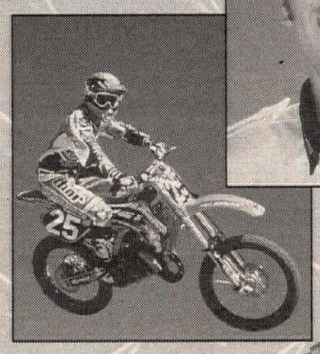

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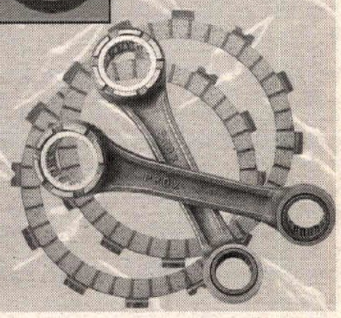

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In the Tapes

BY SCOTT ROUSSEAU

Networks, networks, networks. Seems like these days, nobody can get by without being networked somehow. There are TV networks, radio networks, the Net (also known as the World Wide Web, which seems to entrap more and more people every day). Can't get by without a network. Goootttaaa have a network...

So my newfound love is old motocross. Yeah, what Jeremy and the boys are doing today is flat incredible, and no matter how much I agree with Kit Palmer's column about the overabundance of doubles and triples on many of today's local motocross tracks, it is hard to argue against the impact that supercross is having on motocross, and that motocross is having on the rest of the motorcycle world.

But it ain't old. I mean, man, where is the romance? Can you tell me? I don't mean doing what you love and loving what you do. It's deeper than that. Has motocross lost its soul? I don't know, but I can tell you that if it weren't for Trampas Parker, Ryan Hughes and Mike Brown, I wouldn't even follow any of the motocross in *Cycle News* other than to look at the pictures.

See, I'm in love with old motocross, romantic motocross, European motocross. Maybe its because I'm over 30 years old now - I don't know, but this epiphany just happened to hit me one day while I was sitting at a stoplight on my way to work. A sudden wave of nostalgia blew through me like a nuclear shock wave, and I started thinking about motocross. Old motocross. About the time before the factory big rigs and the high-buck clothing contracts. Before "Oh, Billy Bob's not sure if he's going to stay with Yamazuki because he would have to wear Bullpucky Gear, but he's in the second year of a two-year deal with He-Man MotoClothes, and they have a first right of refusal on him, so it looks like he'll end up over at Cowashocky."

I read what the "Hurricane" said in his recent magazine interview, and he's right - 100-percent right. And DeCoster is still The Man, too. Do you think those guys were in it for the money? How about Brad Lackey? Now there's a guy who lived in a house not much bigger than the size of a porta-can in Europe just so he could fulfill his dream of becoming the first American ever to win the 500cc World Motocross Championship. Finally, he did, God bless him. Is it just me or was motocross sooo much better when the Euros were kicking our ass on a regular basis? Didn't it give us something to root for? Hasn't American dominance since cost us the chance to see GPs on a regular basis in the States? I can't wait for the U.S. GP at Budds Creek. Can you?

Anyway, do motocross the old way is what I decided I was gonna do. So I did. But first I had to get networked. See, there's the great vintage-racing deity known as AHRMA (715/842-9699), a swell gang to be sure. And in that group are guys like Speed & Sport's Matt Hilgenberg (562/490-0012), a guy that you really ought to network with if you want to do the vintage-motocross thing. That was just a little bit too early for me, though. Wrestling around a portly Triumph twin with the suspension quality of a rock on a bumpy, dusty track might be some folks' idea of a hoot - at least the romance is there, especially when you smooch the ground and look up only to see that big twin coming down, like death from above, to give you a love tap. I wanted to do old motocross on a bike with a little more suspension than that. I didn't see much fun in bashing the bejesus out of my kidneys to the point of blood urination. Besides, I'd already done the vintage thing before, and it was cool, it just wasn't me.

So I got networked with Rick Doughty of Vintage Iron (714/694-0066). Besides being a vintage guy, Doughty is way into this Evolution of Motocross deal, which is designed for bikes that don't fit the AHRMA mold. I'm talking about those machines that came afterward, the ones with the longer travel and lighter weight - the ones like I vividly remember seeing Hannah aboard when he caught a rut, flopped around like a wounded duck, gassed it, splattered the ground like a fresh cow pie in a crash that would have killed a mortal, picked it up and won the race anyway. Or the kind that I remember seeing Lackey race around in Europe to a second-place finish after he had to pull over while leading by a mile, bend down, spot the problem, kick the hell out of the problem until it wasn't a problem, and continue to the finish after Mikkola went by. Those bikes.

It just so happened that Doughty had a few pristine 1981 Maico 490s in his shop, and he was soon going to be heading up to Shane Trittler's Gorman motocross track (805/294-0020). So I used the Jedi mind trick on him, convincing him that he needed me to ride one of them, and he agreed. The Gorman track was just about the ultimate facility for old motocross. It reminded me of some of the few other tracks in So Cal that I like to race or practice on, such as REM's (619/484-1441) new facility at Glen Helen Raceway or their old place, the venerable Carlsbad Raceway, which is now being handled by CMXR (888/550-MOTO). What was really cool was that this round was being promoted by the Southwest Vintage Racing Group (760/744-8052), a club that heartily embraces both vintage and Evolution motocross racing. One of the nicest guys in the club is John LeFevre, who owns Vintage Husqvarna (760/744-8052).

Anyway, after Rich Smith, to whom Doughty affectionately refers as "pit bitch," showed me that, yes, you can start a Maico with a Bing carburetor by holding in the compression release, "you moron," I headed to the starting gate for my first taste of old motocross - in the Evolution Novice class, which I was gonna own, baby. Of course, that first taste left me choking in a purple rage when the "factory prepped" Mega dragged its clutch and sucked me into the starting gate like a Hoover upright just before the gate fell and clamped down on my front wheel like a vice. It's hard to dig in your heels and hold back an Open-class motocross bike with 12 inches of suspension travel when you're 5-foot-6, but my boots left the damn skid marks on the concrete pad to prove that I had tried.

So we were off to a great start, but it wasn't long after leaving the starting line that I caught a rhythm and started enjoying the ride. Every once in a while - or so it seemed - I would catch a guy, dice with him for a lap or so and then zap him, heh heh heh. But overall, I just preferred to be caught up in the moment of riding, the race itself, not the race to the finish. I reveled in the elevation changes, the tabletops, the big downhill jump. It was the most fun I've ever had on a motorcycle.

When the first moto was over, I cruised back to the pits, only to find the guys that I was with - Doughty, Smith and fellow editor Kit Palmer, who had come to Gorman to ride an Evolution bike of his own - applauding my efforts.

"Man," I lamented as I pulled my helmet off, "if I could have gotten a start, I could have run right with those guys."

"What do you mean?" Kit said. "You smoked them."

"Come again?"

"You smoked them," Kit repeated. "You caught the leader about two laps from the end, and left him."

"Yeah, well, if those factory guys come looking for me, tell them I'm not signing for anything less than six figures."

In the second moto, I got a great start, led practically from start to finish, and wound up going 1-1 on the day. That was okay, but ultimately it was the riding that counted the most. For I had done motocross the old way, and enjoyed motorcycles the way that I did when I was a kid, which is why we all end up going back there sooner or later, if only for a moment, and maybe if only to remind some of us how bad it was. But we still go.

I'm going to go again. Now I want a whole garage full of old motocross bikes, and I'm not going to stop until I get them. I'm going to name them in such a way that they remind me of the era. My first one, 1979 Suzuki RM400, is now known as "Wolsink" in honor of the Dutch dentist who should have the U.S. GP renamed after him. I have space in my garage for a 1976 or 1977 Husky big-bore CR model, which will be appropriately named "Lackey I." I want a 1979 Maico 440 that will be called "Shultz." Get it?

Anyway, when it comes time to buy a bike, I'll probably end up calling my newly found pal Clyde Williams, purveyor of the Old Dirtbike Warehouse (619/231-0009) in San Diego, California. I recently got the opportunity to visit his 2600-square-foot warehouse, and I saw over 100 restorable motorcycles just waiting for a chance to be made new - and get old again. There are several in there with my name on them for sure.

I'm in the ol' motocross network now, and if you want to be, so are you. **CN**

Looking Back

30 YEARS AGO...
JUNE 24, 1969

Fred Nix (H-D) was the top man in our front-page story on the Laconia 100-mile AMA National Road Race in New Hampshire, but the **Southern California Trials Association** was the group that styled for the cameras in our cover shot. The club was performing as the warmup act for Evel Knievel during the *Cycle News*/Carlsbad Motorcycle Circus at Carlsbad Raceway in Southern California... There was a photo feature of the **Ace of Clubs High Sierra Tour** to Lone Pine, California... **Gary Bailey** (Gre) swept the competition to win at the CMC Golden State Series round held in conjunction with the Carlsbad Motorcycle Circus at Carlsbad Raceway... **Mike Lane** rode a 500cc Suzuki to the win in the AFM 300-mile road race at Carlsbad Raceway. In speedway, **Rick Woods** (Jaw) went down in history as the first rider ever to win a Scratch main event at the Orange County Fairgrounds speedway opener. **Kenny Brown** (JAP) won the Handicap main.

20 YEARS AGO...
JUNE 20, 1979

Gerrit Wolsink graced the cover of this issue #23, the Dutch dentist having taken his fifth (and last) U.S. GP 500cc motocross win at Carlsbad Raceway in Carlsbad, California. England's **Graham Noyce** (Hon) finished second overall, and **Chuck Sun** (Hus) was the top American, finishing third overall... **Randy Goss** (H-D) was the boss at the Middletown, New York, half mile National, scoring his first career Grand National win over **Hank Scott** (H-D) and **Garth Brow** (H-D)... **Jack Johnson** (Hus) soloed the 403-mile SCORE Baja Internacional course outside Ensenada, Mexico, for the overall win in the event... We interviewed the hot-riding desert duo of **Scott Harden** and **Brent Wallingsford**... We also showed you the **training techniques** of top MX stars such as Team Suzuki's Mark Barnett and Kent Howerton, who made good use of Nautilus weight-lifting equipment... A riding impression of **Dick Burleson's factory Husqvarna 390WR** could be found on page 34.

10 YEARS AGO
JUNE 14, 1989

The **U.S. GP 500cc motocross** was scheduled to make its return at the Hollister Hills SVRA track, and we gave you a preview of what to expect in the never-ending "U.S. vs. them" battle between America and Europe for motocross supremacy. As part of the special, we ran an interview with former World 500cc MX Champion **David Thorpe** (Hon)... **Steve Morehead** (H-D) won the rain-delayed Louisville Half Mile, but not without a bit of controversy, as runner-up **Scott Parker** (H-D) accused Morehead of running into him during their battle for the lead. Tempers flared after the finish, but cooler heads prevailed on the podium... **Jeff Ward** (Kaw) won the Oklahoma City Supercross, but **Jeff Stanton** clinched the AMA Supercross Series title via his fifth-place finish. In doing so, Stanton picked up a $50,000 bonus from series sponsor Camel... The United States and the world came together in trials action at Winchester, Tennessee. **Ryan Young** (Apr) won the NATC round held on May 27, and **Jordi Tarres** (Bet) won the World Observed Trials Championship round held on May 29.

The Legends

of American Motorcycle Racing

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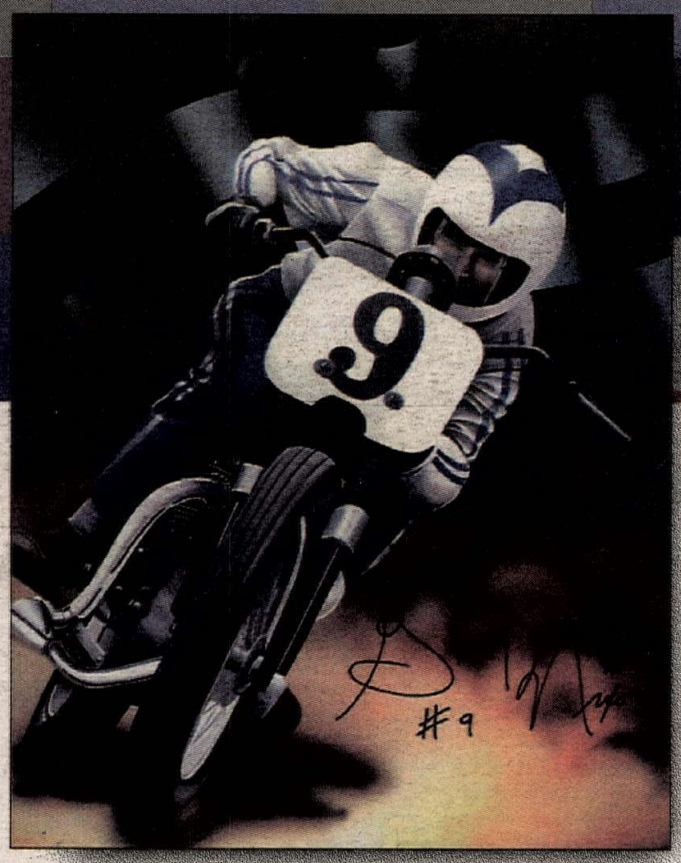

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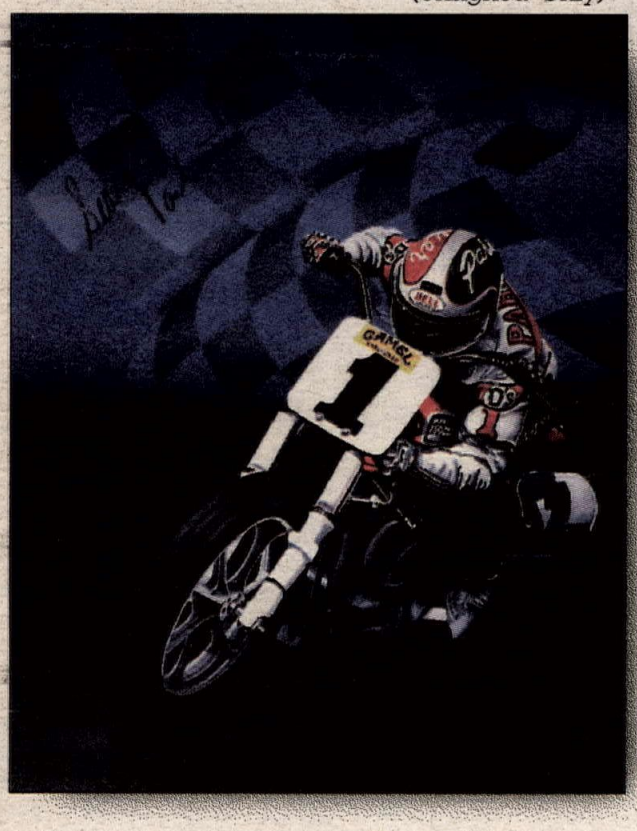

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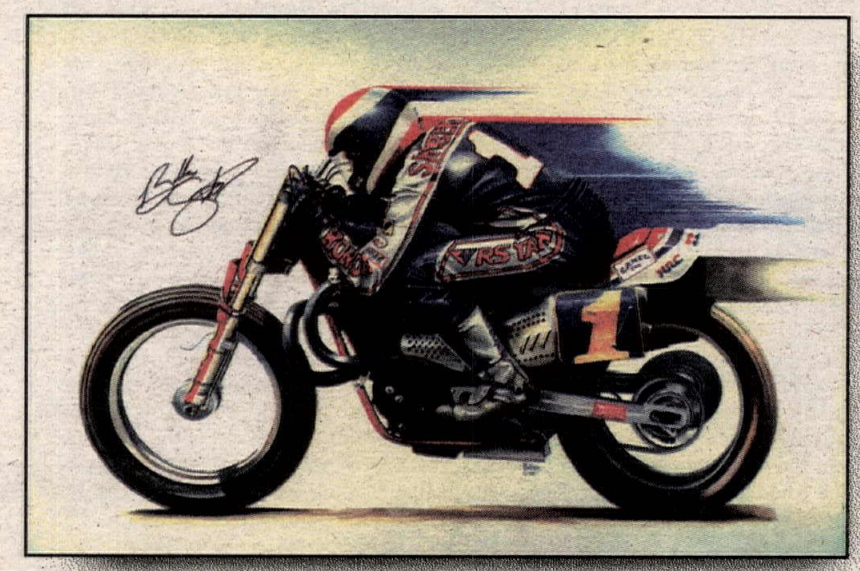

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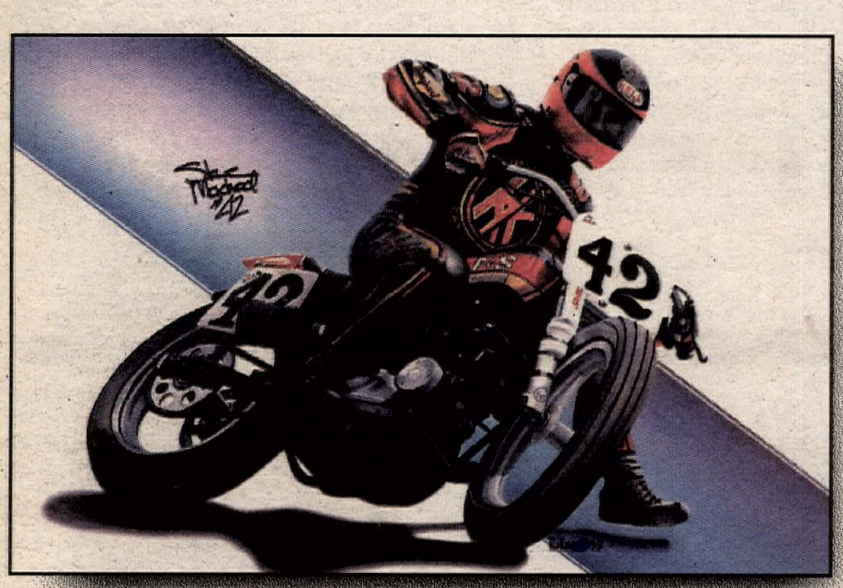

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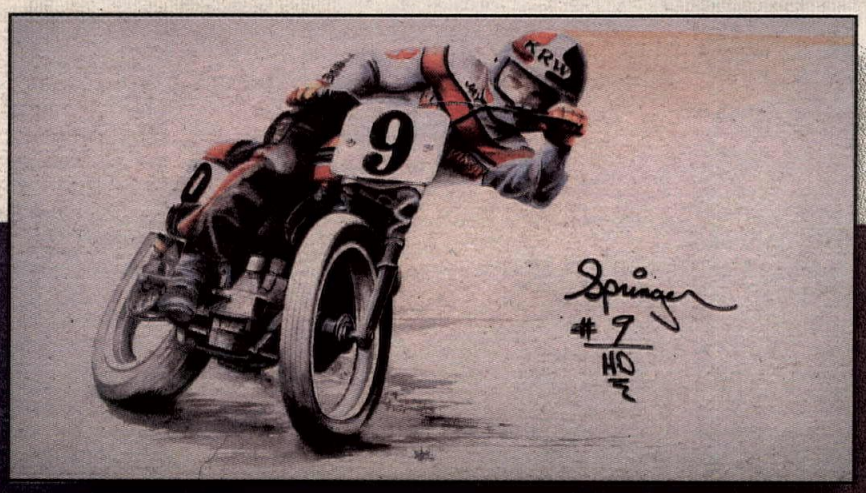

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